

APRIL 25, 1952

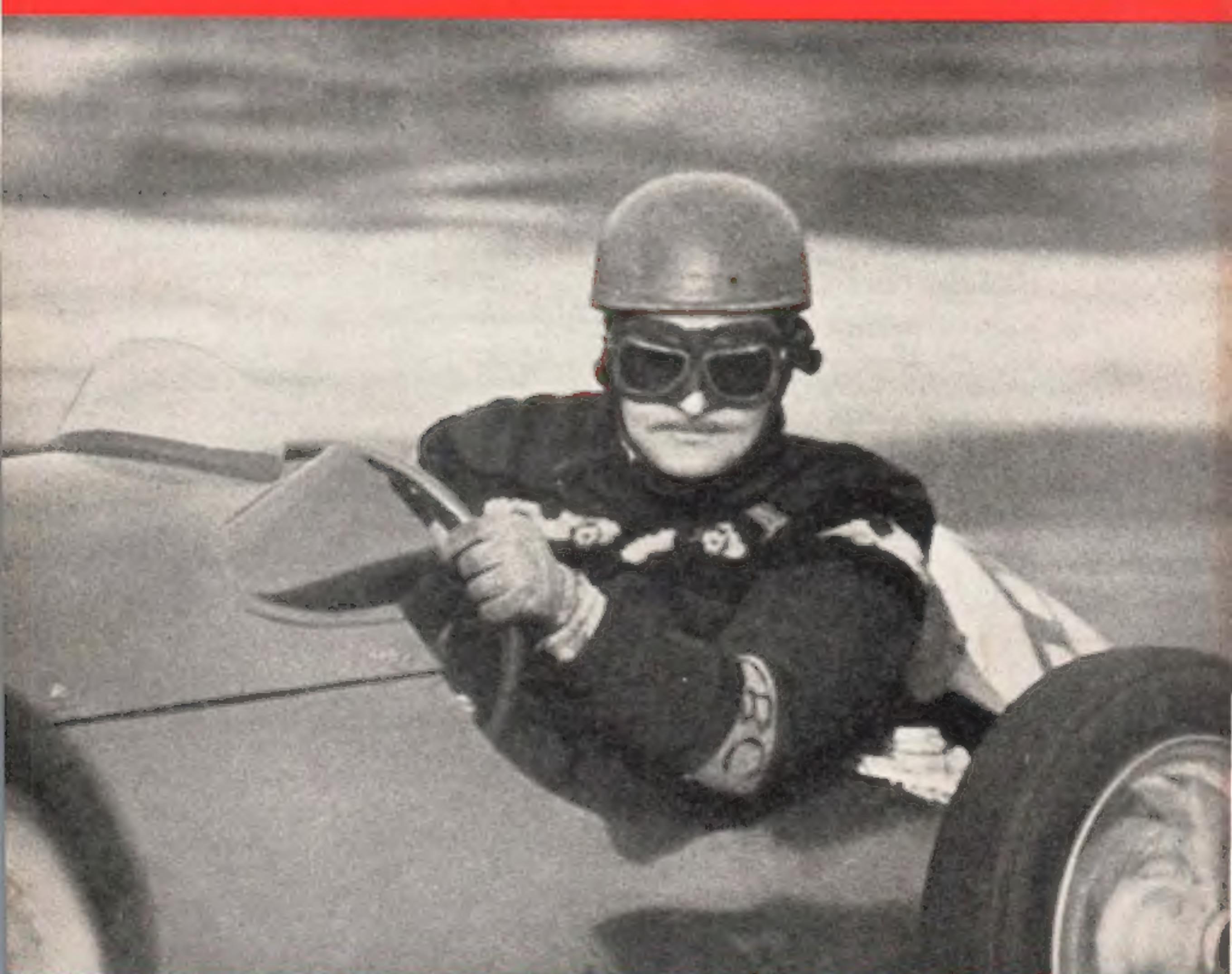
AUTOSPORT

1/6

EVERY FRIDAY

Vol. 4 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

REPORTS OF THE CIRCUIT OF IRELAND, HIGHLAND THREE DAYS AND "LITTLE" RALLIES BRIGHT IBSLEY
RACING : TRENGWINTON HILL-CLIMB : NOTES ON PAU : SILVERSTONE ENTRIES
JOHN BOLSTER • WILSON McCORMB • H. A. O'BRIEN • JACK RADBOURNE • "AENEAS"

B . A . R . C .
INTERNATIONAL CAR RACE MEETING
GOODWOOD

RICHMOND TROPHY

1st 1st J. F. GONZALES—FERRARI
(*Thin Wall Special*)

2nd J. M. HAWTHORN—COOPER-BRISTOL

LAVANT CUP

1st 1st J. M. HAWTHORN—COOPER-BRISTOL

2nd A. BROWN—COOPER-BRISTOL

3rd E. BRANDON—COOPER-BRISTOL

CHICHESTER CUP

1st 1st J. M. HAWTHORN—COOPER-BRISTOL

2ND EASTER HANDICAP

1st 1st A. BROWN—COOPER-BRISTOL

4TH EASTER HANDICAP

1st 1st E. D. THOMPSON—ASTON-MARTIN

3rd R. D. POORE—ASTON-MARTIN

(Subject to Official Confirmation)

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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4, No. 17.

April 25, 1952

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NOTICES

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EDITORIAL

THERE is no doubt that since Barclay Inglis's article on handicapping, considerable interest has been aroused in the idea of establishing a central bureau, whereby records could be meticulously kept and made available to organizers. Naturally, such a scheme would require the co-operation of clubs, and in seeking to assist the Sport wherever possible, AUTOSPORT is quite prepared to set the ball rolling to establish such a bureau. In order to do this, it will be necessary to learn the opinion of the clubs themselves, and we would invite club secretaries to communicate with us so that a true picture of the requirements can be formulated.

It must be pointed out that a central bureau of handicapping would be solely a record of all races run in this country under an R.A.C. permit, giving all relevant information as to times, speeds and placings. The bureau would simply be a guide to organizers in allotting the various handicaps, and would not be a ready made system of imposing handicaps. Responsibility for actual handicaps must always rest with the organizers, but in being able to procure accurate information as to past performances, it is felt that the task will be made much easier for all concerned. Since handicap racing began, there have always been grousing and grumbles, and it is difficult to see how this type of racing can be organized without one or other of the competitors having a moan. On the other hand, the existence of carefully compiled records would undoubtedly cause more equitable handicapping, if these records are used as a guide. In the opinion of AUTOSPORT, the entrant of a car that has done well in a previous race is more or less handicapped out of the chances of winning a similar event, not because of his (or her) own ability, but simply because there is a lack of accurate information concerning many of the other competitors.

* * *

BEFORE publishing details of the recent R.A.C. Rally of Great Britain, AUTOSPORT was assured by the organizers that the system of imposing a formula according to engine capacity would be carried out for all timed tests. It was emphasized that the smaller-capacity cars would have an equal chance of success. In actual fact, the final test at Oliver's Mount, Scarborough, saw the complete rout of the smaller open cars by their larger rivals—and this despite the high placings of several of the under 1½-litre brigade before the test began. It appears to us that every entrant of a small-capacity car was beaten before he (or she) started, and that the R.A.C. broke faith with these competitors, by not keeping to their pre-rally promise of a fair application of the engine capacity formula.

OUR COVER PICTURE

FRONT DRIVE EXPONENT: Brands Hatch close-up of Paul Emery, about to take Paddock Bend in his Norton-engined Emeryson, the 1952 edition of which has made a promising début.

PIT AND PADDock

MAICKSON entry for the Luxembourg Grand Prix has been cancelled owing to a disagreement between Ken Wharton and the organizers on the question of the "prime de départ".

* * *

PETER ASTON is the new Racing and Competitions Manager of "Mintex", Dave Francis having returned to his original duties as Area Sales Manager.

* * *

READER Paul Eggleston sends us an amusing cutting from a Jersey weekly newspaper which carries a report of an Easter Monday sand-race meeting. It reads, "... Logan, whose familiar green-coloured Austin develops 7.47 c.c. . . ."

* * *

BOL D'OR 24 Hours Races will take place on the St. Germain-en-Laye circuit from 7th to 9th June. Entries

close on 8th May, and enquiries should be addressed to M. Mauve, 29 Boulevard de Gaulle, à Colombes, Seine, Paris (Tel. Charlebourg 15-61).

* * *

CASTLE COMBE: In our report of Castle Combe races, we credited Tony Crook (Frazer-Nash) with a new sports-car record. The record still stands to the credit of Sydney Allard with the Cadillac-Allard.

* * *

IN the M.C.C. "Lands End", Frank Mortish was driving an H.R.G., and not the well-known Frazer-Nash which appeared alongside his name in the programme.

* * *

REGULATIONS are now available for the "Liège-Rome-Liège", and may be obtained from M. Garot, Commissaire General des Epreuves, Royal Motor Union, 38 Boulevard

de la Sauvenière, Liège. The event starts on 13th August and the distance will be 5,136 kilometres. It was won last year by Johnny Claes and Jacques Ickx (Jaguar).

* * *

REG HARRIS, cycling champion, beat motor-cycle star Geoff Duke in a special match race at a recent Silverstone motor-cycle meeting. Both were driving A40 Sports Austins.

* * *

"AUTOSPORT" £200 CHAMPIONSHIP

HEADLAND FORGES AHEAD

LAST Saturday's Ibsley meeting saw Charles Headland (Kieft) collect a further seven points, to give him a total of 14 in the AUTOSPORT £200 British National 500 c.c. Drivers' Championship. Don Parker's second place gives him five marks, bringing him level with George Wicken. Alan Brown (Cooper-Norton) was inadvertently missed out of last week's placings: his second position at Goodwood brings him three marks. Loens's Ibsley lap record gives him a bonus of two marks. Next meeting counting for Championship points is at Beveridge Park, Kirkcaldy, tomorrow.

Provisional Placings as at 22nd April, 1952

Driver	Car	Pts.
1. Charles Headland	Kieft-Norton	14
2. George Wicken	Cooper-Norton	7
Don Parker	Kieft-J.A.P.	7
3. S. Lewis-Evans	Cooper-Norton	6
4. André Loens	Kieft-Norton	4
5. Tom Leigh	Cooper-J.A.P.	3
Donald Beauman	Cooper-J.A.P.	3
Don Truman	Cooper-Norton	3
Alan Brown	Cooper-Norton	3
6. L. Lewis-Evans	Cooper-Norton	2
Jack Westcott	Kieft-Norton	2
7. R. A. Bicknell	Revis-Norton*	1
Ninian Sanderson	Cooper-Norton	1

* Qualifies for Non-Series-Car Award.

* * *

FORMULE LIBRE RACE AT GOODWOOD

THE Whit-Monday Goodwood programme of the B.A.R.C. will comprise the third 500 c.c. International Trophy race, in two heats and a final, and a new event, the Sussex International Trophy for *formule libre* racing-cars, contested in two seven-lap heats and a 15-lap final. Prize money for the meeting totals £1,000.

CHAMPIONS TWO: Stirling Moss, winner of the 1951 B.R.D.C. Gold Star for road-racing, and Juan Manuel Fangio, Champion of the World, photographed at the Easter Monday Goodwood meeting. Both may drive B.R.M.s at Spa on 22nd June.



SPORTS-NEWS

THE TULIP RALLY

THE Tulip Rally, which ends this week-end, attracted a very large number of British entrants, including Ken Wharton (Ford Zephyr), Ian Appleyard (Jaguar), John Scott (H.R.G.), Godfrey Imhof (Allard), H. O'Hara Moore (Frazer-Nash), the Reece Cousins (Ford Anglia) and Jack Kemsley's Hillman Minx team. Non-starters were Bill Pitcher and Leslie Brooke (Javelin), and G. M. Samworth and Roy Clarkson (Jaguar). Pitcher could not get away, owing to the anxiety regarding his daughter Pauline, who has been unconscious for over six weeks in a London hospital, following a road crash. Samworth's transmission was damaged recently and could not be repaired in time. Report and pictures of the Tulip Rally will appear in next week's issue.

TULIP RALLY

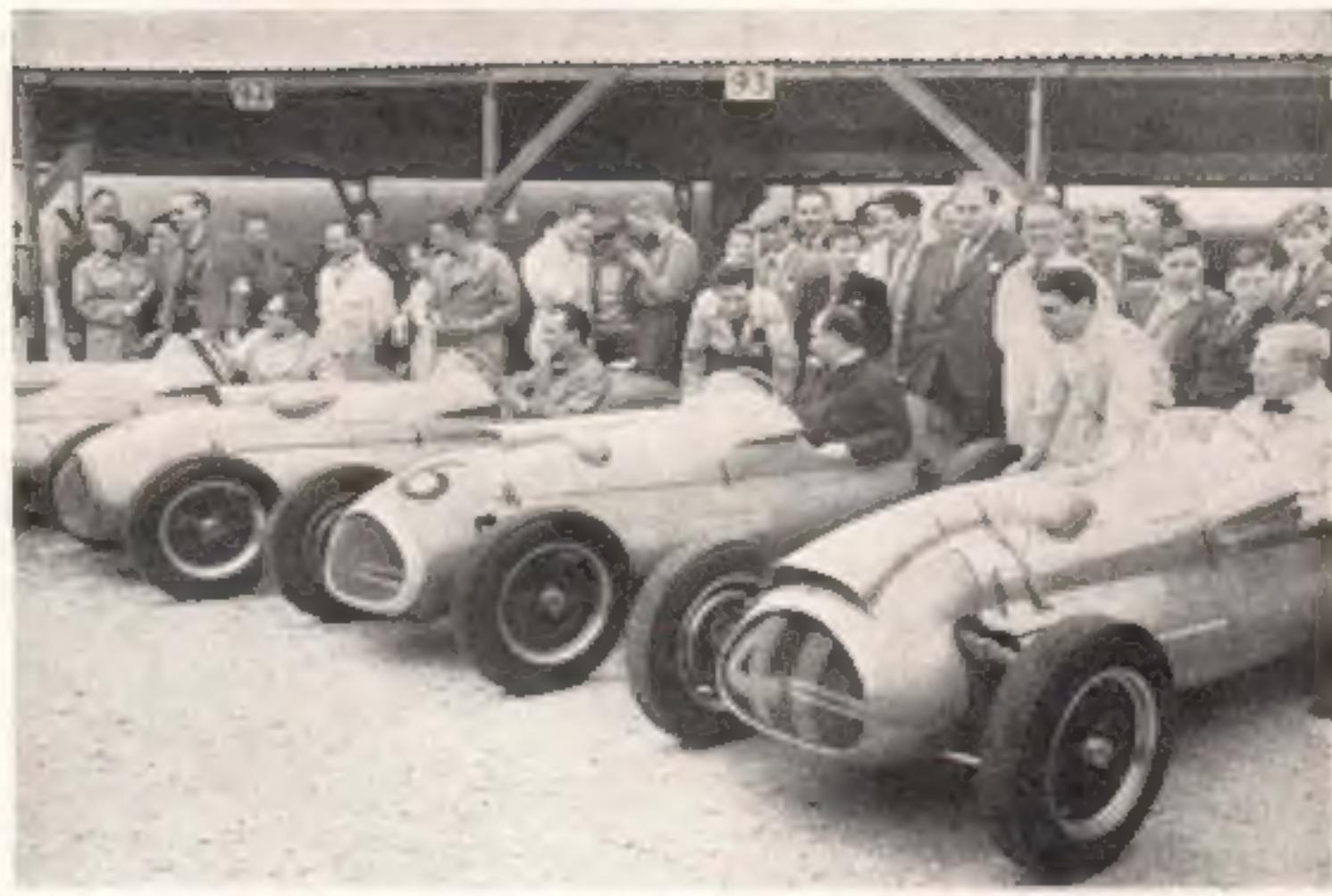
British Entries

Allard Dr. J. Watson/R. Miller; A. G. Imhof/R. Baxter; Armstrong Siddeley S. R. Taylor/F. S. Whitfield; Austin P. R. Birkett/G. V. Coles; S. C. Norman/B. S. Bridges; Bristol R. H. Sleath/P. H. Pointer; J. W. S. Uley/N. W. Kassner; Ford Ken Wharton/J. West; C. V. Wray/P. Baxter; A. T. Pittie/D. J. Westall; S. H. Thomas; J. J. H. Murray; Peter Reece/Jack Reece (Anglia); I. Risk/A. T. Davey; Frazer-Nash H. C. O'Hara Moore/Mrs. C. A. Leavens; Healey W. D. R. Lamb; K. D. Frazer/J. D. L. Melvin; R. R. Nathan/G. H. Smith; Hillman J. H. Kemsley/P. J. Bernstein; P. C. E. Harper/E. N. Brinkman; P. Fotheringham-Parker/D. Hampshire; H.R.G.; John Gott/R. E. C. Brookes; Jaguar Ian Appleyard/Pat Appleyard; Frank Grounds/Lola Grounds; T. H. Tannahill/D. W. Balfour; H. Crowley/G. Haigh; J. Glasgow/C. Groll; G. McKerracher/P. McKerracher; Mrs. L. Snow/Mrs. J. Bowden; E. Ainsworth/W. Loakes; E. A. Murkett/W. J. Sosham; Jewell R. D. Barrock/J. B. S. Campbell; W. Edwards/P. H. Shaw; R. Nelson Harris; F. A. Thoenes/Mrs. J. A. Thoenes; E. Abrams/S. Abrams; Lancet Aprilia J. Carefoot/G. O. Carefoot; Les-Francis P. S. Cantlie-Lister/S. G. Fenwick; M.G. E. V. Lewis/G. Crosswell; E. W. K. Lund/M. L. Towner; J. B. Leworthy; J. D. Chown Morris R. M. Metcalf/J. Arthur Riley; A. P. Warren/Mrs. G. Johnson; A. Meredith; Owens/A. Pitt; Rover Miss C. Sadler/Miss N. Dunham; Standard J. S. J. Sarmati/Mrs. A. Samuel; E. B. Durell/E. C. Toder; Sunbeam-Talbot E. S. Pipe/N. Robeson; M. A. Hilton/H. G. Smith; R. A. Collier/R. Collier.

RALLYE INTERNATIONAL EVIAN-MONT-BLANC- MÈGEVE

THE sixth "Evian" Rally takes place from 24th to 27th July and is open to standard touring- and sports-cars (chassis, based on a minimum of 30 standard models manufactured up to 1st May, 1952). Modifications permitted are the same as those which applied to the Monte Carlo Rally. A formula will be introduced for the speed hill-climb tests, to even out sports and touring classes.

This year, the route will be 850 miles in Haute Savoie and Switzerland. There are 25 time controls, and the event finishes at Mègeve.



TALK OF THE COUNTRY: The four Cooper-Bristols which made such a sensational début at Goodwood. Drivers (from L. to R.) are: Alan Brown, Eric Brandon, Juan Manuel Fangio and Mike Hawthorn. Behind are seen Jimmy Richmond, Charles Cooper and John Cooper.

Entries will be limited to 100, of which no more than 40 will be allocated to entrants from outside France. It is therefore a case of first come, first served. R. K. N. Clarkson, "The Chase", Halstead, Essex, is acting for the organizers, and the entry fee (16,000 francs) may be paid to him in British currency. Principal prizes are 400,000 and 150,000 francs for the 1st and 2nd in the general classifications and 100,000 francs for the winner of the Ladies' Cup. There will be many other cash awards, and all finishers who are non-penalized will qualify for an "Evian" Cup.

SILVERSTONE NEWS

Gordinis for "Daily Express"

International Trophy

THREE Gordinis (B. Bira, Jean Behra and Robert Manzon) will represent France in the B.R.D.C. *Daily Express* International Trophy race on 10th May. Mike Hawthorn, John Cooper and Alan Brown will drive Cooper-Bristols, Ken Wharton, Bob Gerard and Tony Crook Bristol-powered Frazer-Nashes, and Bill Aston will handle his Aston-Butterworth. Another of these cars will also appear with Robin Montgomerie-Charrington at the wheel. There will be three of the new Veritas Meteors (Paul Pietsch, Toni Ulmen and Zorra Dunlov), whilst Baron de Graffenreid will pilot one of the two Maserati-Platé entries.

Peter and Graham Whitehead have entered 1952 Alfas, whilst there are four Connaughts, one of which will be driven by Philip Fotheringham-Parker. The three four-cylinder Ferraris (Farina, Villoresi and Fischer) have been supplemented by a 12-cylinder car to be handled by Peter Hirt, while Lance Macklin heads a team of five H.W.M.s. Peter Walker will drive Geoffrey Richardson's R.R.A.—now fitted with U/s E.R.A. engine.

Every effort is being made to have Stirling Moss's E.R.A.-Bristol ready in time, and John Claes the Belgian driver may drive either a four-cylinder Ferrari or a Gordini.

INTERNATIONAL TROPHY ENTRIES

Alfa Peter Whitehead (or Ferrari), Graham Whitehead, Tony Gaze, Gordon Watson. **Aston-Butterworth**: Bill Aston, Robin Montgomerie-Charrington. **Connaught**: Rodney Clarke, Ken McAlpine, Ken Downing, Philip Fotheringham-Parker. **Cooper-Bristol**: Mike Hawthorn, Alan Brown, John Cooper. **E.R.A.**: Stirling Moss. **Ferrari**: Two works cars (probably Farina and Villoresi), Rudolf Fischer, Peter Hirt, Bobbie Baird, Bill Delson. **Frazer-Nash**: Ken Wharton, Tony Crook, Bob Gerard. **Gordini**: Bira, Jean Behra, Robert Manzon, John Claes (or Ferrari). **H.W.M.**: Lance Macklin, Peter Collins, Duncan Hamilton, George Abecassis, Tony Rolt. **H.A.R.**: Horace Richards. **H.R.G.**: M. J. C. Keen. **Les-Francis**: Ted Lund. **Maserati-Platé**: E. de Graffenreid and one to be nominated. **R.R.A.**: Peter Walker. **Veritas-Meteors**: Paul Pietsch, Toni Ulmen, Zorra Dunlov. **Wodent**: Bertie Bradstock.

Production Sports-Car Race

1,000-1,500 c.c. Austin Michael Christie, Cooper-M.G.: Mike Hawthorn, Cliff Davis, Lionel Leonard. **Jowett-Jupiters**: George Phillips, Bill Shelly, C. le S. Metcalfe. **Lester-M.G.**: Jim Mayers, Gerry Rudcock. **M.G.**: J. T. K. Lane, Ted Land.

1,500-2,000 c.c. Frazer-Nash: David Clarke, R. P. Peacock, J. R. Simpson, Peter Reece, Tony Crook, Ron Salvadori.

2,000-3,000 c.c. Aston Martin: Ian Macklin, Reg Parnell, George Abecassis, Geoff Duke. **Healey**: John Bamcombe.

Over 3,000 c.c. Alfa Romeo: Sydney Allard, Ken Watkins, Frank Curtis, A. P. Hitchings. **Nash-Healeys**: Ken Wharton. **Jaguar**: Stirling Moss, Peter Walker, Tony Rolt, Bill Holl, Leslie Johnson, David Murray (Ecurie Ecosse).

THE LYONS-CHARBONNIÈRES RALLY

REVISED results of the A.C. du Rhône's Lyons-Charbonnières Rally have now been issued. The outright winners are Pouderoux and Quincieu (Citroën) as before, but several adjustments in class placings have been effected as a result of the many protests made by competitors at the conclusion of the Rally. The following are the official results:—

General Classification: 1, Pouderoux/Quincieu (Citroën)—190; 2, Laroche/Radix (Simca)—127; 3, M. and Mme. de Rocquefort (Dyna-Panhard)—110; 4, Roche/Poncin (Peugeot)—107; 5, Reip/Planchar (BMW)—85; 6, Spagnol/Schell (Alfa Romeo)—56; 7, Lesueur/Penchennati (Renault)—41; 8, Descollonges/Jacquin (Jaguar)—37; 9, Bossert/Bossert (Citroën)—18; 10, Gay/Mercier (Peugeot); 0; 11, Penon/Dehaumont (Dyna-Panhard)+11; 12, Bedet/Bros (Citroën)+19. Total number of finishers, 73.

Classifications

Up to 750 c.c.: 1, M. and Mme. de Rocquefort (Dyna-Panhard); 2, Lesueur/Penchennati (Renault); 3, Penon/Dehaumont (Dyna-Panhard).

751-1,500 c.c.: 1, Laroche/Radix (Simca); 2, Roche/Poncin (Peugeot); 3, P. Gay/Mercier (Peugeot).

1,501-2,000 c.c.: 1, Pouderoux/Quincieu (Citroën); 2, Reip/Planchar (BMW); 3, Bossert/Bossert (Citroën).

2,001-3,000 c.c.: 1, Spagnol/Schell (Alfa Romeo); 2, Bedet/Bros (Citroën); 3, Cotton/Simone Alain (Mercedes-Benz).

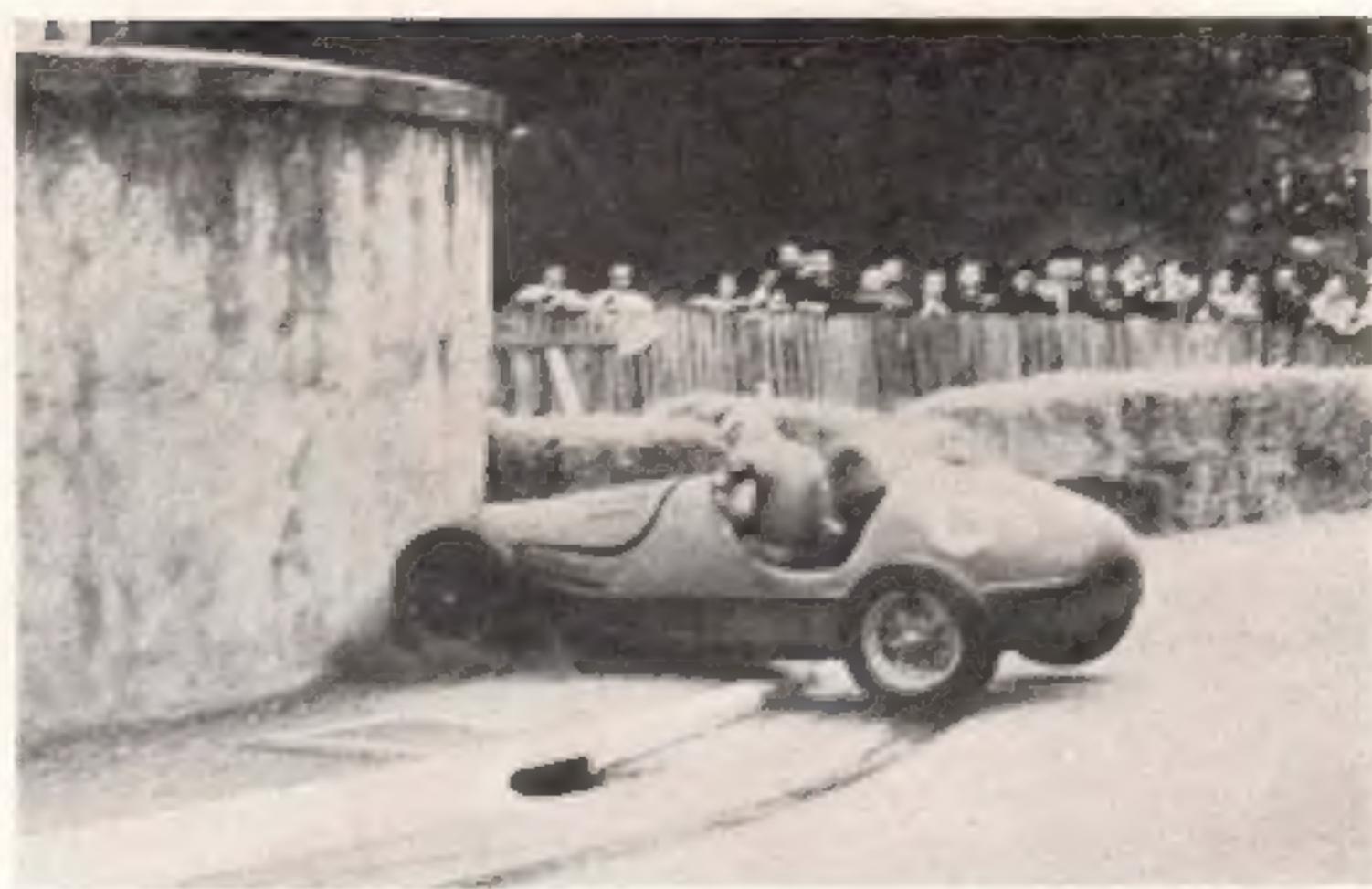
Over 3,000 c.c.: 1, Descollonges/Jacquin (Jaguar); 2, Moss/Grant (Jaguar); 3, Herzet/Baudoin (Jaguar).

* * *

THE MILLE MIGLIA

THE Italian 1,000 Miles Race for sports and production-type cars has attracted entries from France, Germany and Britain. Stirling Moss will drive a Jaguar, type unspecified, although it may be an XK 120C, while works Aston Martins will be handled by George Abecassis, Reg Parnell, Pat Griffith and Tommy Wisdom.

The newest D.B. Panhard, and production type Dyna-Panhards and Renaults will carry France's colours, while Germany has a strong team in Caracciola, Lang and Kling driving the new 300SL Mercedes-Benz saloons. Italy will be strongly represented by the official Ferraris of Villoresi, Ascari, Farina and Biondetti. The new works "1,900" Alfa Romeos will be there, as will many Lancia "Aurelias", while the new V8 2-litre Fiat aerodynamic saloon is also expected to take part. Fangio and Gonzalez have entered, and will possibly drive Alfa Romeos.



ZONK!: Robert Manzon (1½-litre Simca-Gordini) hits a wall head-on after skidding on an oil patch during the Pau G.P. on Easter Monday. He escaped with a shaking.

NOTES ON PAU

Ascari (Ferrari) an Easy Winner—New 2-litre Gordinis Non-Starters

THE G.P. of Pau, first of the eight Grands Prix of France counting towards the Championship, proved to be easy for the 4-cylinder Ferraris and in particular that of Ascari. Alberto led from start to finish, with Villoresi in second place. On the 78th lap, "Gigi" spun round on a patch of oil, and retired with a damaged rear wheel. Louis Rosier, well back for many laps, gradually worked his way through the field, and by lap 17 was in third place, which he held till Villoresi's elimination.

Lance Macklin (H.W.M.) chased Villoresi for several laps, then stopped with brake troubles. After two hours racing, he was in 12th place, and finally finished seventh. Peter Collins (H.W.M.) made a grand showing in his first Grand Prix. For many laps he held ninth place, then moved up to eighth on his 42nd lap. Next lap he had to retire with gearbox bothers. The other H.W.M., driven by Giraud-Cabantous, was eliminated after four laps when the Frenchman revolved after hitting an oil patch, and was unable to restart.

The new six-cylinder 2-litre Gordini was not ready in time, and Manzon, Behra and Claes all drove last year's 1½-litre machines (ex Simca-Gordini). Behra, after a slow start, managed to finish third. Claes was in sixth place when he retired with transmission troubles. Manzon was fourth at 30 laps, but spun round on some oil and crashed.

The 1.4-litre Osca, driven by Elie Bayol, went very well and was finally placed fourth. Eugene Martin's Veritas-engined Jicey displayed remarkable acceleration, but had a chronic misfire. Nevertheless, he finished fifth. Stuck's A.F.M. was disappointingly slow. On the other hand, de Graffenreid's Maserati-Platé went very rapidly till engine

trouble intervened. He was credited with third fastest lap—1 min. 45.6 secs. Macklin's fastest with the H.W.M. was 1 min. 47.4 secs., and Collins's, 1 min. 50 secs.

RESULTS

1, Alberto Ascari (Ferrari), 3 hrs. 0 mins. (57.0 m.p.h.); 2, Louis Rosier (Ferrari), 54.8 m.p.h.; 3, Jean Behra (1.5 Gordini); 4, Elie Bayol (Osca); 5, Eugene Martin (Jicey); 6, Baron de Graffenreid (Maserati-Platé); 7, Lance Macklin (H.W.M.); 8, Luigi Villoresi (Ferrari); 9, John Claes (1.5 Gordini); 10, Robert Manzon (1.5 Gordini); 11, Maurice Trintignant (Ferrari); 12, Hans Stuck (A.F.M.).

Fastest Lap: Ascari, 1 min. 44.4 secs. (59.67 m.p.h.).

G.P. CHAMPIONSHIP OF FRANCE

Positions as at 14th April, 1952

Car	Driver	Points
1. Ferrari	Alberto Ascari	9
2. Ferrari	Louis Rosier	6
3. Gordini	Jean Behra	4
4. Osca	Elie Bayol	3
5. Jicey	Eugene Martin	2
6. H.W.M.	Lance Macklin	1

H.W.M. Peter Collins. H.W.M. Yves Giraud-Cabantous. Gordini John Claes. Gordini Robert Manzon. Ferrari Maurice Trintignant. Ferrari Rudolf Fischer. Ferrari Luigi Villoresi. Ferrari Piero Scotti. Maserati-Platé Baron de Graffenreid. Maserati-Platé Nello Pagani. A.F.M. Hans Stuck—all one each.



EASTER ELAN: Winners at the West Cornwall M.C.'s hill-climb: Left, P. Jackson (Allard) who made B.T.D. in 26.72 secs. Driving the same car last week-end he won the London M.C.'s Little Rally, reported on page 522. Above, W. A. Cleave (Morris Sp.), fastest in the 1,300 c.c. class.

★

TRENGWAINTON

DESPITE no new records, an excellent entry, fine weather and a record crowd all combined to make the West Cornwall Motor Club's Easter Monday event the most enjoyable yet for competitors and spectators alike.

J. W. Broad's well-known single-seater blown 747 c.c. Austin was a great attraction to the Cornish crowd. Unfortunately its magneto declined to produce any sparks, but an ingenious Pressman, Dick Pike, made a hurried conversion to coil ignition. This at least enabled the Austin to run, even if somewhat below par, and 28.04 secs. was its best time. On his last run Broad's shoe slipped from the brake pedal and the car hit a tree, severely bending a front wheel and the front axle assembly.

The 1,300 c.c. class produced keen rivalry and neat driving, with Ash Cleave emerging triumphant in his amazing Morris Special, time, 27.59 secs. Dr. Mayne's Fanifold seemed below its normal form and took 29.26 secs. Looking very much more confident than last year, H. B. Fincher (1,074 c.c. H.R.G.) succeeded in climbing in 29.35 secs. without any fireworks. For the Trewoofe Trophy for T Type M.G.s, TAs, TCs and TDs all joined the fray. R. W. Cookson (TD) was very neat and quiet, whereas W. Rodda (TC) was ragged and noisy. C. M. Seward (TC) made no mistakes and settled the issue with a time of 30.50 secs.

H.R.G.s and G. Scali's stark blown E.M.W. fought things out in the 2-litre class. J. M. Lewis (H.R.G.) very rapid

on the left-hand bend, did a finely judged run in 27.70 secs., which Nancy Mitchell was unable to equal though she drove impeccably and won the Ladies' Award. With tail sliding wildly on each corner the Frazer-Nash of D. J. Parsons did not better 30.20 secs., and it was left to Scali's E.M.W. to chase the H.R.G.s with a time of 29.27 secs., as D. Crossley Meates (Frazer-Nash/BMW) though neat was not too rapid.

A larger than usual entry in the unlimited class made the crowd anticipate a new record, but the lower slopes of the hill were very slippery and J. A. Bassett's record of 25.94 secs. remained intact. This time, driving the ex Imhof J.2 Allard, the record holder did not get lower than 28.05 secs. A. Rusling's Jaguar 100 and C. Richards's XK 120 provided a contrast in types and in cornering characteristics, with the XK proving fractionally the faster. The J.2 Allard, driven by P. Jackson, on its first run made what was to prove to be Best Time of the Day, 26.72 secs. Snaking viciously after each bend, E. D. Scobey made his best run in 27.09 secs., but appeared to find the power of his J.2 Allard somewhat of a problem. Enjoying himself hugely, C. R. L. Nichol got his rather unsuitable Ford Special to the summit in 28.06 secs., while a newcomer to Trengwainton, J. Peatfield, quickly became accustomed to the serpentine nature of the course and made a deceptive looking climb in 27.75 secs. driving his unconventional looking V.8 based Special.

Enjoyable Easter Hill-Climb in West Cornwall

With commendable slickness the organisation dealt with 180 ascents in 4½ hours including the interval period. Immediately following the event the Mayor of Penzance, accompanied by the Mayoress, presented the Awards at the West Cornwall Motor Club's Spring Dinner.

J. H. RADBOURNE.

RESULTS

Up to 1,300 c.c., Class 1: 1, W. A. Cleave (Morris), 27.59 secs.; 2, Dr. Mayne (Fanifold Sp.), 29.26 secs.; 3, B. Fincher (H.R.G.), 29.35 secs.

Up to 2,000 c.c., Class 1: 1, J. Martin-Lewis (H.R.G.), 27.70 secs.; 2, Mrs. Nancy Mitchell (H.R.G.), 28.76 secs.; 3, G. S. Scali (E.M.W.), 29.27 secs.

Unlimited Class: 1, P. Jackson (Allard), 26.72 secs.; 2, D. Scobey (Allard), 27.35 secs.; 3, J. Peatfield (Peatfield Ford), 27.75 secs.

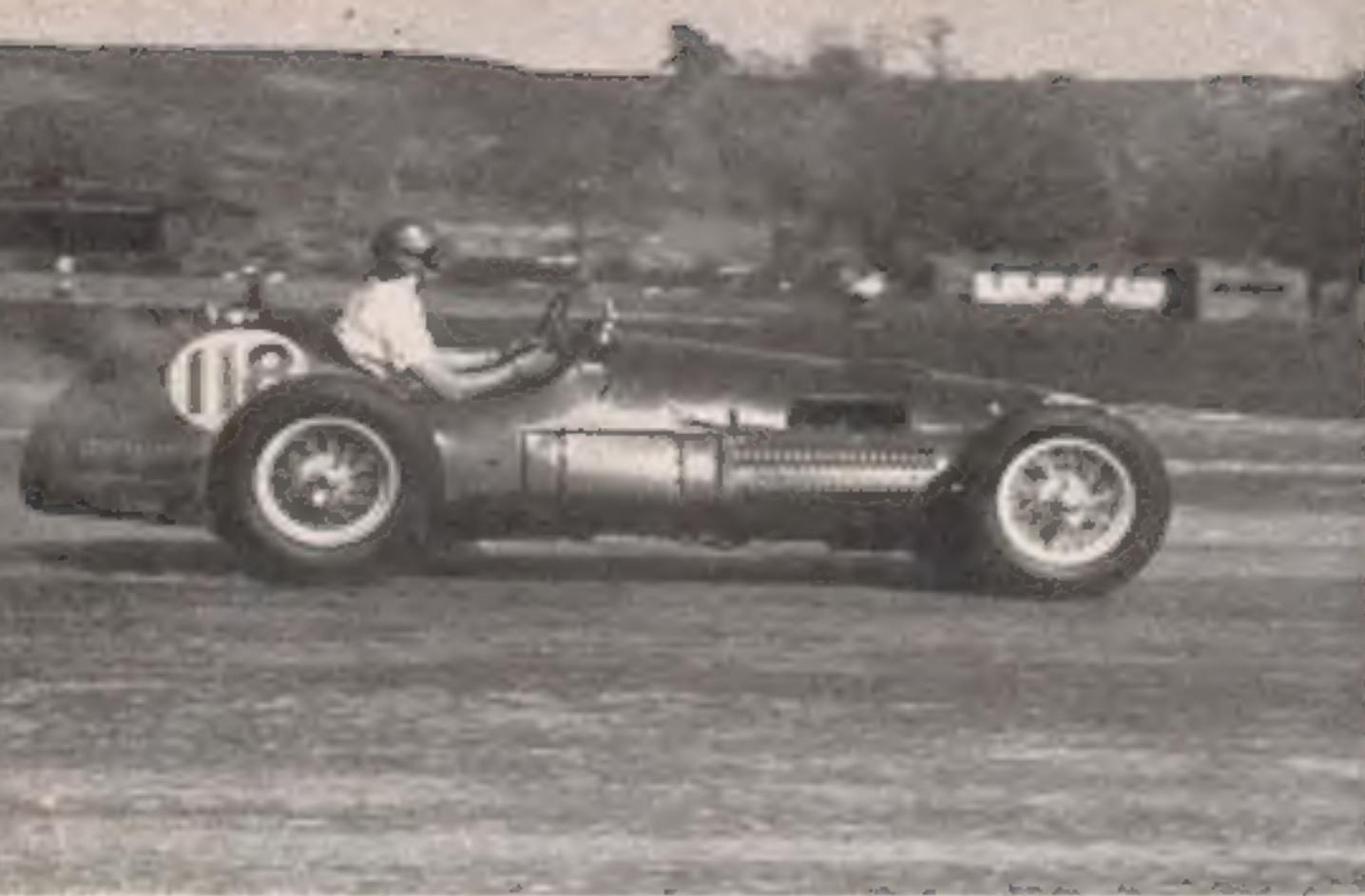
Racing-Cars: 1, J. Broad (Austin), 28.04 secs. (No other runners).

Open Championship: 1, D. Scobey (Allard), 27.09 secs.; 2, W. A. Cleave (Morris), 27.63 secs.; 3, J. Peatfield (Peatfield Ford), 28.26 secs.

Best Time by Lady Driver: Mrs. Nancy Mitchell (H.R.G.), 28.76 secs.

Best Time by T-type M.G.: C. Seward (TC), 30.50 secs.

Best Time of Day: P. Jackson (Allard), 26.72 secs.



DUNLOP BENEFIT: George Abecassis (H.W.M.) burning up the roadway—and his tyres—in hot pursuit of Mike Hawthorn in the Formula 2 race.

Martin) ran away from a couple of Frazer-Nashes driven by Roy Salvadori and R. F. Peacock. Poore's pace was such that he would have been an easy winner of the over 3-litre race as well.

Heat 2 of the "500" event was Don Truman (Cooper-Norton) all the way. He was followed home by John Coombs in one of the "Ecurie Britannique" Cooper-Nortons, with Michael Barclay (Cooper-J.A.P.) in third spot.

A 15-lap Formula 2 race produced a crop of non-starters, but the presence of Mike Hawthorn (Cooper-Bristol) and George Abecassis (H.W.M.) lent more

BRIGHT IBSLEY RACING

Mike Hawthorn Again Hits the Headlines—Stirring Cooper-Bristol v. H.W.M. Duels—Charles Headland (Kieft) Wins Formula 3 Event

LAST Saturday, W. Hants and Dorset C.C. staged yet another successful meeting on the tricky Ibsley circuit. Such was the quality of the racing, that despite a very lengthy programme, hardly one of the spectators left before the end of the last race. Highlights of the day were the remarkable driving of Mike Hawthorn in his Cooper-Bristol, the spirited challenge of Duncan Hamilton with the H.W.M. to attempt to break the Hawthorn series of wins, the tremendous verve of Charles Headland (Kieft-Norton) in the Formula 3 race, and the astonishing pace of the new DB3 Aston Martin in the hands of Dennis Poore.

The first event, a seven-lapper for sports-cars up to 750 c.c. S. and 1,500 c.c. U.S., saw the defeat of Cliff Davis (Cooper-M.G.) by Jim Mayers (Lester-M.G.). These two outstripped the rest of the field during their fierce duel. With a lower axle-ratio, Mayers had Davis on acceleration, but time and again the Cooper driver made up the leeway, only to lose it again coming out of the "slow" bends. Gerry Ruddock (Lester-M.G.) came home third—some way behind the leaders.

A seven-lap event for vintage sports cars resolved itself into a battle of Bentleys, with Major Bailey's "4½" winning from Williamson's similar car, and with Wilmburst's very rapid machine (scratch) in third place. The last-named put in the fastest lap of 65.52 m.p.h.

A ten-lap handicap proved rather a gift for Lt-Col. M. W. H. Head (Jaguar), who was given 80 secs. start over the scratch man, Ian Stewart ("Ecurie Ecosse" Jaguar). Bill Black (Jaguar) also had a long handicap—100 secs.—but he was overtaken by Head in the closing stages after a tussle with David Lewis's veteran Alfa Romeo. Stewart, completely out-handicapped, smoked his rear tyres all the way round, and put in the

fastest lap at 69.4 m.p.h. Sir James Scott Douglas (Jaguar) could not decrease the 10 secs. which he conceded to Cliff Davis (Cooper-M.G.).

First heat of the Formula 3 race saw André Loens (Kieft-Norton) involved in a hectic triangular battle with John Habin (Erskine Staride) and Charles Headland (Kieft-Norton). Loens led for three out of the five laps, then collected a marker barrel which he proceeded to trundle along with him, managing to dispose of it with some little difficulty without getting out of the car. This dropped him back to third place, but he had the satisfaction of breaking the existing 500 c.c. lap record by a sizeable chunk. Headland eventually passed Habin, to win by 1.6 secs.

The seven-lap race for over 3,000 c.c. sports-cars proved to be a struggle featuring Oscar Moore (H.W.M. Jaguar), Sydney Allard (Allard) and Ian Stewart (Jaguar).

This trio gradually left the rest of the pack behind, and Allard took the lead on lap 2—a lead which he never lost. Moore came in second, with Stewart not far behind. Concurrently with this event was staged a 1,501-3,000 c.c. race. In this, Dennis Poore (DB3 Aston

than a passing interest to the event. Hawthorn streaked into the lead—from the start, closely followed by George Abecassis (H.W.M.), J. D. Barber (Cooper-J.A.P.) and Bill Dobson (Ferrari). At Paddock Bend, the Australian driver, Dr. Stuart (Cooper-J.A.P.) suddenly revolved in the middle of the pack. Unable to avoid him, Roy Salvadori (Frazer-Nash) crashed into the rear of the Cooper, and he in turn was rammed amidships by Rex Woodgate (Alta). R. F. Peacock (Frazer-Nash) was also involved, but all restarted except the unfortunate Salvadori, whose F.N. suffered a broken track-rod and a damaged wishbone.

Try as he might, Abecassis could not catch the little Cooper-Bristol. He put in the fastest lap, but this was not sufficient to reduce the gap. Hawthorn drove very fast: his cornering at Paddock Bend was something really worth watching. Abecassis, too, was very rapid, but whereas the Cooper streaked round with scarcely a trace of wheelspin, the H.W.M. produced clouds of blue Dunlop smoke. Hawthorn won by just over 5 secs.

D. McKenzie's well-known "4½" won the Bentley handicap, and once again



ROLL OUT THE BARREL: André Loens finds a marker barrel more than an inconvenience during Heat 1 of the Formula 3 race.

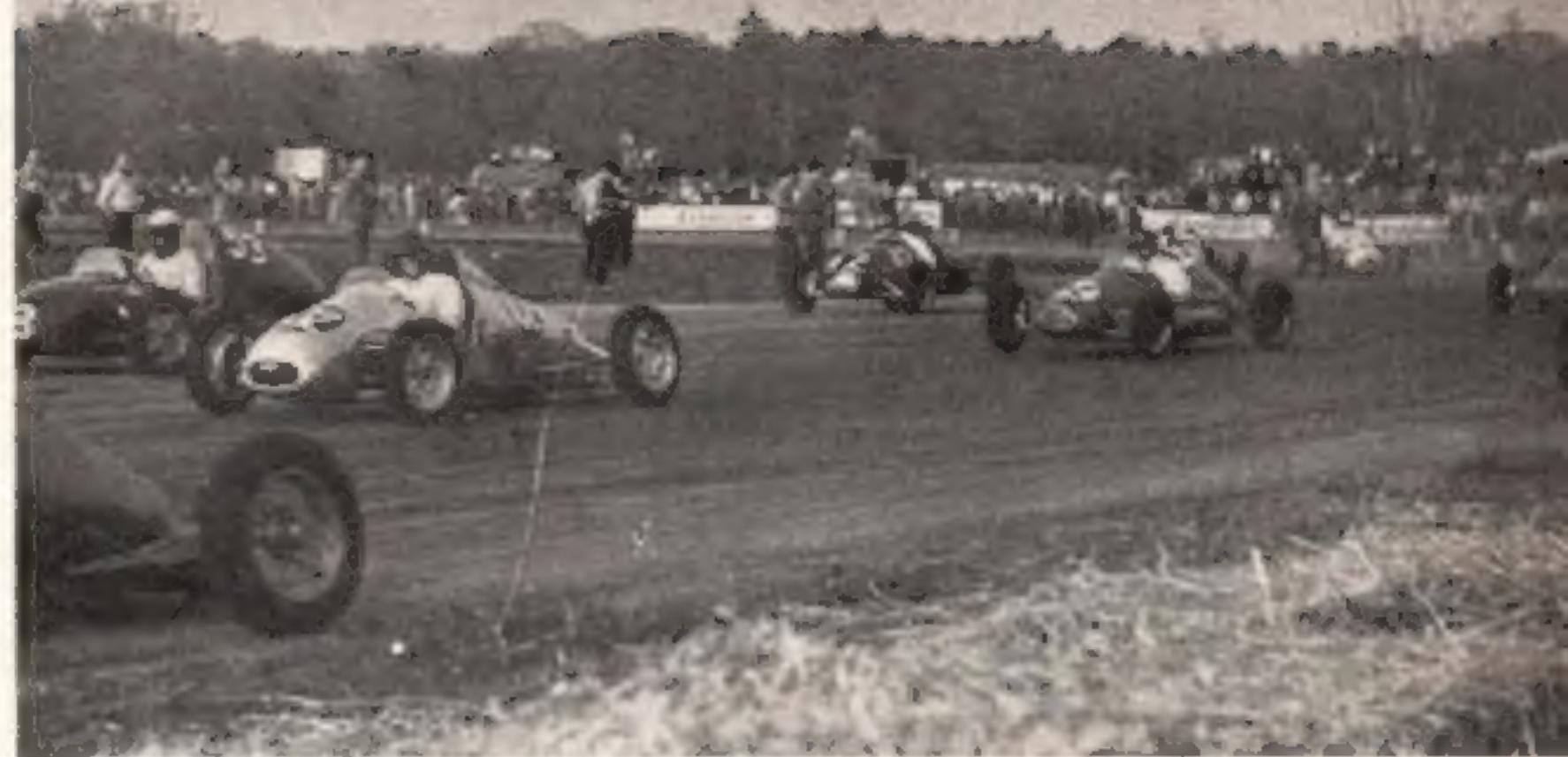
FIRST BEND: (Right) R. D. Brown (Arnot), R. Bicknell (Revis), E. Fenning (Cooper) and Don Truman (Cooper) are amongst the drivers seen attacking Paddock Bend in the final of the Formula 3 event.

Wilmhurst put in the fastest lap in his attempt to catch the limit men. He gained a well-merited second place, pipping McClure by only $1\frac{1}{2}$ secs.

For the 10-lap *Formule Libre* event, Duncan Hamilton took over Abecassis's H.W.M., and Graham Whitehead drove the well-known B-type E.R.A. Once again it was all Hawthorn. This time he was chased by the E.R.A., but a second lap of 1 min. 38 secs. put him well ahead. Hamilton, after some wild moments with the H.W.M., settled down towards the end of the race, and came in third behind Whitehead.

The final of the Formula 3 event was a 15-lap affair. Twenty cars converged on Paddock Bend, but only 19 came out. John Coombs (Cooper-Norton) attempted to take this corner at an impossible speed, and went straight into the straw bales, scattering marshals right and left. John Habin (Erskine Staride) took the lead, hotly pursued by Charles Headland (Kieft) and André Loens (Kieft). Second time round, Habin's steering looked to be a trifle uncertain, and he was passed at tremendous speed by Headland. How the last-named managed to stay on the road round Paddock Bend was a question that was asked by all spectators—and probably by Headland himself.

Loens now began to challenge the leader, and they had an exciting ding-dong which ended when Loens broke a chain. Don Truman (Cooper), after a poor start, worked through the field at an astounding pace, then went out with a broken throttle control. The retirement of Loens let Don Parker (Kieft) into the picture—some distance behind the flying Headland, who refused to let up for a single instant and was, in fact, lapping faster and faster. Habin even-



tually retired with a broken chain, well satisfied that his new car is obviously a match for both Kiefts and Coopers.

With second place apparently secure, Parker began to ease up a trifle. However, he hadn't reckoned on Miles Martin, who suddenly discovered how to motor his Cooper the fast way, and began to overhaul the Kieft in no uncertain manner. Headland, of course, was so far ahead as to be unapproachable—barring trouble, naturally—so interest focused on the struggle for second place. Martin all but caught Parker on the line, there hardly being any daylight between them as they raced past the timekeepers' box. In fourth place was S. Lewis-Evans (Cooper). Bicknell's redesigned Revis-Norton, after a halting start, gradually found its form and looks to be another very promising car. Coombs never gave up trying after his first-lap *contretemps* and finished in the first half-dozen.

A ten-lap handicap rounded off the day's sport. Although this was a gift for Barber's Cooper, the tremendous battle between Hawthorn and Hamilton had the crowd on tip-toes of excitement.

For the first time since he took to racing the Cooper-Bristol, Mike was really hard-pressed, and, it must be admitted, often a trifle rattled. His normal fast and sure cornering was apt to become a trifle ragged when the experienced Duncan Hamilton put on the pressure. For lap after lap Hawthorn held a slender lead, but on one occasion the H.W.M. shot past into Samson's Curve, only to be overtaken approaching the sharp Church Corner bend. It looked as if Duncan was running out of brakes, for he was often forced to take corners far faster than he intended. On the last lap, he made a desperate attempt to take Hawthorn, but the rear axle objected, and that was that!

In keeping ahead of the H.W.M., Hawthorn established a new circuit record of 1 min. 37.6 secs. (77.2 m.p.h.). Barber cantered home an easy winner, with Sydney Allard (Allard) second, and Graham Whitehead (E.R.A.) third.

The crowds dispersed homewards, still talking about that epic Hawthorn-Hamilton duel, and the prospect of more Cooper versus H.W.M. struggles in future events.

(Full results overleaf)



FORMULA 2: In the front row (from L. to R.) at the start of the Formula 2 race are: George Abecassis (H.W.M.), Mike Hawthorn (Cooper-Bristol), Bill Dobson (Ferrari), Rex Woodgate (Alta) and J. D. Barber (Cooper-J.A.P.). Behind are Dr. Stuart (Cooper-J.A.P.), Roy Salvadori (Frazer-Nash), Norman Pugh (Cooper-J.A.P.) and R. F. Peacock (Frazer-Nash).

DRIFT WITH ME: (Left) F. B. Copeland (4½-litre Bentley) was always exciting to watch on the bends, through which he hurled his big car with great verve.

Formula 3

Heat 1: 1. Charles Headland (Kieft-Norton), 9 m. 1 s. (69.7 m.p.h.); 2. John Habin (Erskine Staride-Norton), 9 m. 2.6 s.; 3. André Loens (Kieft-Norton), 9 m. 3.2 s.

Fastest Lap: Loens, 1 m. 44.8 s. (71.9 m.p.h.). **New Class Record.**

Heat 2: 1. Don Truman (Cooper-Norton), 9 m. 10.8 s.; 2. John Coombs (Cooper-Norton), 9 m. 15.4 s.; 3. Michael Barclay (Cooper-J.A.P.), 9 m. 32.4 s.

Final: 1. Charles Headland (Kieft-Norton), 25 m. 5 s. (69.8 m.p.h.); 2. Don Parker (Kieft-Norton), 27 m. 22 s. (69.5 m.p.h.); 3. Miles Martin (Cooper-Norton), 27 m. 22.6 s. (69.5 m.p.h.); 4. S. Lewis-Evans (Cooper-Norton).

Fastest Lap: Headland, 1 m. 45.2 s. (71.7 m.p.h.).

RESULTS

Sports-Car Races

Up to 750 c.c. S. and 1,500 c.c. U/a.: 1. Jim Mayers (1,467 Lester-M.G.), 13 mins. 0 secs. (67.6 m.p.h.); 2. Cliff Davis (1,467 Cooper-M.G.), 13 m. 06.4 s.; 3. Gerry Ruddock (1,467 Lester-M.G.), 13 m. 30.2 s.

Fastest Lap: Mayers, 1 min. 50 secs. (68.5 m.p.h.).

1,501-3,000 c.c. U/a.: 1. Dennis Poore (2,600 Aston Martin DB3), 13 m. 16 s. (71.9 m.p.h.); 2. Roy Salvadori (1,971 Frazer-Nash); 3. R. F. Peacock (1,971 Frazer-Nash).

Fastest Lap: Poore (73.24 m.p.h.).

Over 3,000 c.c. U/a.: 1. Sydney Allard (5,420 Allard), 12 m. 36.4 s. (69.8 m.p.h.); 2. Oscar Moore (3,442 H.W.M.-Jaguar), 12 m. 43.8 s.; 3. Ian Stewart (3,442 Jaguar), 12 m. 47.8 s.

Fastest Lap: Allard, 1 m. 45.4 s. (71.5 m.p.h.).

Handicap Races

Vintage Sports Cars: 1. Major J. H. Bailey (4,398 Bentley), 15 m. 11.8 s. (62.84 m.p.h.); 2. J. A. Williamson (4,398 Bentley); 3. H. J. Wilmhurst (4,398 Bentley).

Fastest Lap: Wilmhurst, 1 m. 55 s. (65.52 m.p.h.).

Bentleys: 1. D. McKenzie (4,487), 16 m. 3.6 s. (61.8 m.p.h.); 2. H. J. Wilmhurst (4,398); 3. D. McClure (4,398).

Fastest Lap: Wilmhurst, 1 m. 55.2 s. (65.4 m.p.h.).

First Ten-Lap: 1. Lt.-Col. M. W. H. Head (3,442 Jaguar), recd. 80 s., 18 m. 27.8 s. (68.0 m.p.h.); 2. Bill Black (3,442 Jaguar), recd. 100 secs. (66.5 m.p.h.); 3. David Lewis (2,600 Alfa Romeo S.), recd. 100 secs. (66.4 m.p.h.).

Fastest Lap: Ian Stewart (3,442 Jaguar), 1 m. 48.8 s. (69.4 m.p.h.).

Second Ten-Lap: 1. J. D. Barber (1,100 Cooper-J.A.P.), recd. 80 s., 17 m. 22.4 s.

EARLY FOR HAYMAKING! (Above, right) John Coombs (Cooper-Norton) comes to rest amidst the straw-bales on Paddock Bend.

EASY WINNER: (Right) Dennis Poore establishing a long lead from a couple of Frazer-Nashes, with the prototype DB3 Aston Martin, driven at Goodwood by Geoff Duke.

(74.3 m.p.h.); 2. Sydney Allard (5,420 Allard); 3. Graham Whitehead (1,488 E.R.A. S.).

Fastest Lap: Mike Hawthorn (1,971 Cooper-Bristol), 1 m. 37.6 (77.2 m.p.h.). **New Course Record.**



Ibsley Results—continued

Formula 2: 1. Mike Hawthorn (1,971 Cooper-Bristol), 25 m. 3 s.; 2. George Abecassis (1,960 H.W.M.), 25 m. 8.6 s.; 3. Bill Dobson (1,955 Ferrari), 26 m. 19 s.

Fastest Lap: Abecassis, 1 m. 38.4 s (76.0 m.p.h.)

Formule Libre: 1. Mike Hawthorn (1,971 Cooper-Bristol), 16 m. 43.2 s.; 2. Graham Whitehead (1,488 ERA S), 16 m. 52 s.; 3. Duncan Hamilton (1,960 H.W.M.).

Fastest Lap: Hawthorn, 1 m. 38 s (76.9 m.p.h.)

A.C.O.C. RALLY ROUND

A NEW and successful event is really quite a novelty these days, but the ideas in the A.C. Owners' Club Rally Round held last week-end are certainly new, and those who took part and the organizers thoroughly enjoyed themselves.

The route went through the tulip fields and into rarely visited Norfolk and Suffolk villages. About 200 miles were covered on Saturday to Great Yarmouth, where the Mayor received the Rally Round. On Sunday, competitors covered a further 200 miles back to their starts at Enfield, Middlesex, or Wansford, Northants.

Competitors were given a number of places to photograph en route, and had to estimate their own times of arrival at the finish and at marshal's points on the way. There were penalties for being late only, but it was unwise to go too slowly, for any ties between those with clean sheets were decided on the shortest time estimated. The majority were too cautious for the first day and too rash the second, so that in all only eight returned clean sheets. Both B. D. Frost (M.G.) and D. Maystoo (Alvis) attempted the Rally in the minimum time allowed but were, in all, 17 minutes and 227 minutes late respectively.

The event was intended to give everyone a fair chance and so amongst those unpenalized was G. E. Fletcher (Hillman) after a total estimated time of 21 hours 7½ minutes. The points to be photographed added greatly to the interest of the event and included Oliver Cromwell's birthplace, 14th century ruins in Bury St. Edmunds and the old lockup in Barley.

Official results will not be known until the films are developed, but of the 30 starters, the leaders on time alone were: R. P. N. Stark (Hants & Berks M.C. Vauxhall), 13 hours 53 minutes; K. R. C. Kenyon (A.C.O.C.—A.C.), 15 hours 45½ minutes; A. Gwynn-Pryce (A.C.O.C. A.C.), 16 hours 44 minutes; W. M. B. Smith (A.C.O.C.—Riley), 19 hours 21 minutes.

T.S.

M.C.M.C. COMMITTEE CUP RALLY RESULTS

Outright Winner and Best Novice: T. W. Mason (Austin A.40), no marks lost. Special test time: 24.4 secs.; 2. T. A. Carlisle (M.G. TA), 1, 21.0; 3. T. Dunning (M.G. TB), 10, 23.8; 4. M. S. Hurst (Riley 1½-litre), 15, 28.0; 5. D. Slater (Standard 9) (best under 1,100 c.c.), 20, 22.6.



EX-PARNELL: W. R. Baird's revised 4CLT Maserati, now called the Baird-Griphon, made 2nd B.T.D. at Enniskerry last Saturday

LEPRECHAUN FASTEST AT ENNISKERRY

THE Irish Motor Racing Club's annual hill-climb at Enniskerry was once again run in fine weather and, as usual, attracted as motley an entry as could be found in any speed event, ranging as it did from a Morris Minor tourer to "Bobbie" Baird's ex Parnell 4CLT Maserati, now modified and christened the Griphon. No records were broken for the hill but Redmond Gallagher, driving his famous little Leprechaun, fitted with the 996 c.c. big twin engine, beat his best time for last year by 0.4 sec. to make B.T.D. with 44.10 secs., 0.62 sec. slower than Hector Graham's 1951 record. Second best time was recorded by Baird in the Griphon in 44.57 secs., but this figure was later equalled in a truly magnificent climb by Desmond Titterington in a standard,

fully road-equipped, J2 Allard. During the second run W. Park (Dellow) appeared suddenly to lose power in the middle of the second bend, with the result that he lost control and the car turned over, Park receiving minor head injuries necessitating his removal to hospital. This is the first season that crash hats have been compulsory, and Park's injuries would undoubtedly have proved more serious had he not been wearing one at the time.

Pierce Cahill once again dug out the faithful old Iona Special, making second best time in the under 1½-litre unsupercharged scratch class. Dick Lovell-Butt drove both his old supercharged monoposto N-type M.G. and the ex-Graham monoposto K3. In the K3 he made third best time of day and in the N-type fifth best. "Bobbie" Newell's best time in the faithful single-seater 1926 Alvis 12/50 was an amazing 50.76 secs.! "Nat" Preston was quickest of the many T-type M.G.s on handicap making a very fine climb in his TC in 51.06 secs. Best of the TDs was Noel Gleeson's with 52.96 secs.

Cecil Vard drove your reporter's Morris Minor tourer and appeared to enjoy himself, returning 65.85 secs., even if he is used to much faster machinery on most occasions. His third run looked

like being faster until he discovered spectators on the course and had to use the horn! "Torrie" Large appeared in his old TC, this having changed hands and returned to him; he made best scratch time for all the T-type M.G.s with 50.13 secs. taking third place in the 1½-litre unsupercharged class.

H. A. O'B

RESULTS

Meath Trophy (Best Time of Day): R. J. Gallagher (995 Leprechaun), 44.10 (57.12 m.p.h.)

1,250 c.c. Handicap: 1. J. N. Preston (1,250 M.G.), 8 secs. handicap, 43.06 secs.; 2. L. G. Collen (1,250 M.G.), 8, 44.11; 3. N. E. Gleeson (1,250 M.G.), 9, 44.24.

Fastest: R. J. Gallagher (995 Leprechaun), 44.88.

Over 1,250 c.c. Handicap: 1. R. E. Newell (1,645 Alvis), 9, 42.76; 2. J. D. Titterington (3,917 Allard), 3, 44.19; 3. L. Manthorpe (3,267 S.A.R.), 9, 46.26.

Fastest: J. D. Titterington, 44.19 secs.

Open Handicap: 1. J. D. Titterington (3,917 Allard), 3, 42.56; 2. N. E. Gleeson (1,250 M.G.), 9, 43.96; 3. R. J. Gallagher (995 Leprechaun), 44.10.

1,100 c.c. Scratch: 1. R. J. Gallagher (995 Leprechaun), 44.10; 2. L. G. Earl (995 Fiat), 57.18; 3. C. Vard (918 Morris), 65.85.

1,101-1,500 c.c. U/s Scratch: 1. E. T. McMillen (1,250 Nufor), 48.99; 2. M. P. Cahill (1,287 Iona Sp.), 49.63; 3. T. N. Large (1,250 M.G.), 50.13.

Over 1,500 c.c. U/s and under 1,500 c.c. S: 1. W. R. Baird (1,496 Griphon S), 44.57; 2. J. D. Titterington (3,917 Allard), 44.57; 3. R. G. Lovell-Butt (1,087 M.G. S), 46.23; 4. C. S. Porter (4,467 Invicta), 48.60; 5. R. G. Lovell-Butt (1,287 M.G. S), 48.63.

Open Scratch: 1. R. J. Gallagher (995 Leprechaun), 44.10; 2. W. R. Baird (1,496 Griphon S) and J. D. Titterington (3,917 Allard), 44.57; 3. R. G. Lovell-Butt (1,087 M.G. S), 46.23; 4. C. S. Porter (4,467 Invicta), 48.60; 5. R. G. Lovell-Butt (1,287 M.G. S), 48.63.

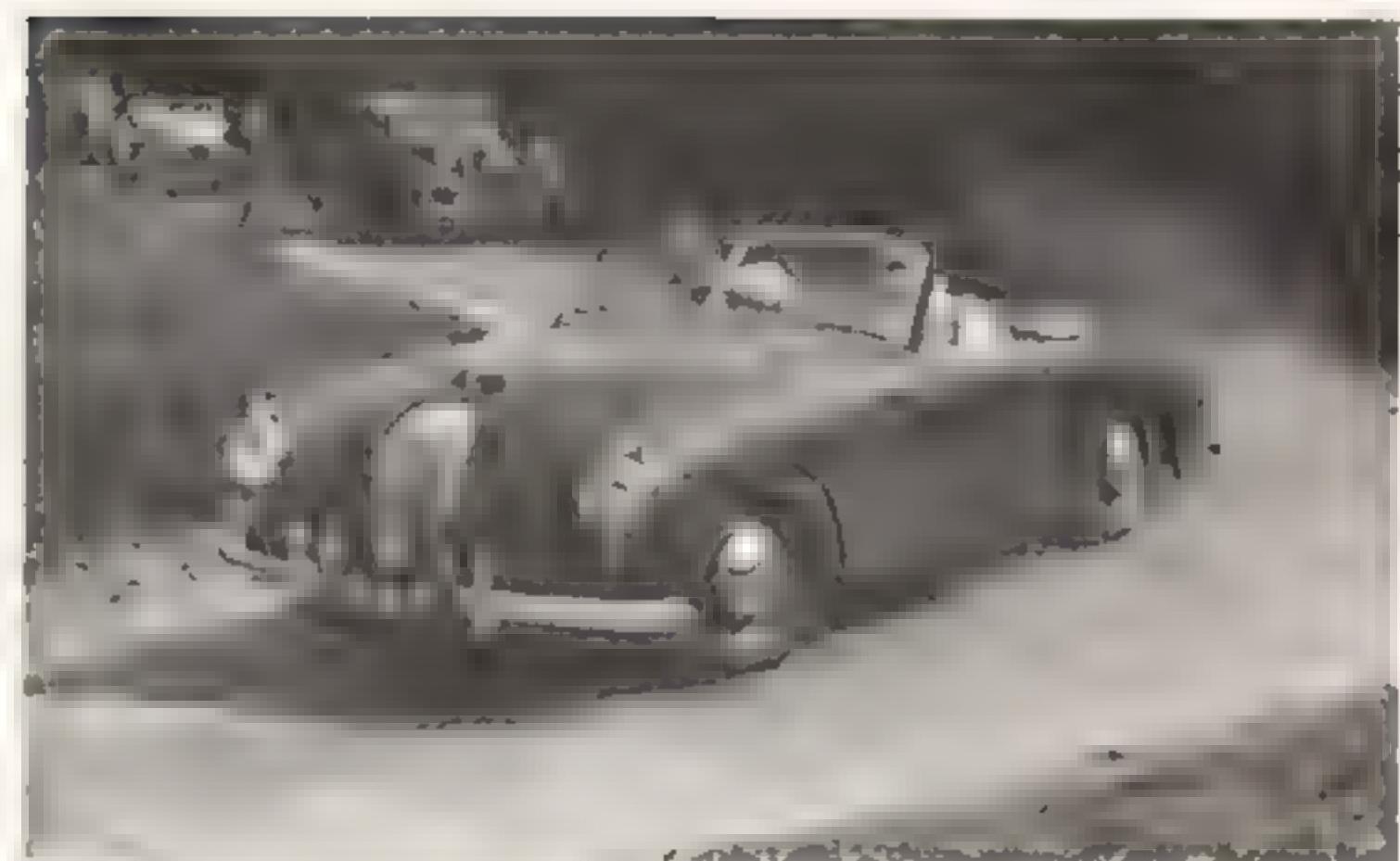
Club Cup (Fastest Sports-Car): J. D. Titterington (3,917 Allard), 44.57.

A GREAT “LITTLE RALLY”

**Excellent London M.C. Event—
Easter Trengwainton Winner
Peter Jackson Makes Best
Performance with Allard**

No tough, tense, tight-scheduled affair but a pleasing day's motoring over a comfortable distance through some of the most charming countryside in Surrey and Hants: that was the aim of the London Motor Club in promoting their “Little Rally” last Saturday. Fine spring weather and superb organization saw that aim achieved in its entirety.

One hundred and fifty entries for a closed to club rally is a remarkable achievement; and some of the entrants had newly joined the club with the object of partaking in the event. With but 12 non-starters, amongst them, regrettably, D. O'M. Taylor (XK 120 Jaguar), R. E. Pattenden (Riley), Ralph Sleigh (Morris), Anthony Baring (XK 120 Jaguar) and Julian Jane (Lancia), 138 cars gathered at the Royal Huts Hotel, Hindhead, on a fine spring morning. Amongst the starters were S. J. Boshier (Jaguar), Leslie Onslow Bartlett (Hillman Minx), Len Potter (Bristol 400), A. C. Westwood (Balilla Fiat), Mrs. Joy Cooke (Ford), Mrs. Ken Burgess with her husband's famous trials Allard, and Mrs. Nancy Mitchell (H.R.G.). At 9 a.m. car No. 1, J. I. Hamilton's XK 120 Jaguar, set off via narrow, winding country roads to



SPECIAL JUPITER Commander Milner, RN, in his attractive Abbott-bodied Jowett Jupiter at Harkers Cross during Test 1 of the “Little Rally”

deteriorated still further until he was able to go on his way.

On went the cavalcade, through delightful country, briefly contacting A32 and A31, then back to secondary roads, to Control at Grange Park, where No. 2 and 3 Tests were held under the watchful eye of Dave Price. Test 2 which required competitors to accelerate to just beyond a line, reverse back over it, then forward to the finishing line, was tough on transmissions, while Test 3 took drivers through three pylons left, right, left, first forward, then back in reverse. It was in the latter

manoeuvre that the experts shone, with advantage to the open cars, while several novice drivers dropped marks. Up to this point the schedule had demanded a fair degree of hard driving, but the tempo thereafter became more leisurely, and competitors were able to enjoy the scenery as they wound their way towards the New Forest, halting at Sutton Scotney for a route check conducted by Betty Haig and Barbara Marshall, then dividing at Burley for the lunch stop. The odd numbers adjourned to the Burley Manor Hotel, while the “evens” went on through the village to the Balmer Lea Hotel, at Brockenhurst, the route to which seemingly proved more tricky to follow than any part of the Rally itself.

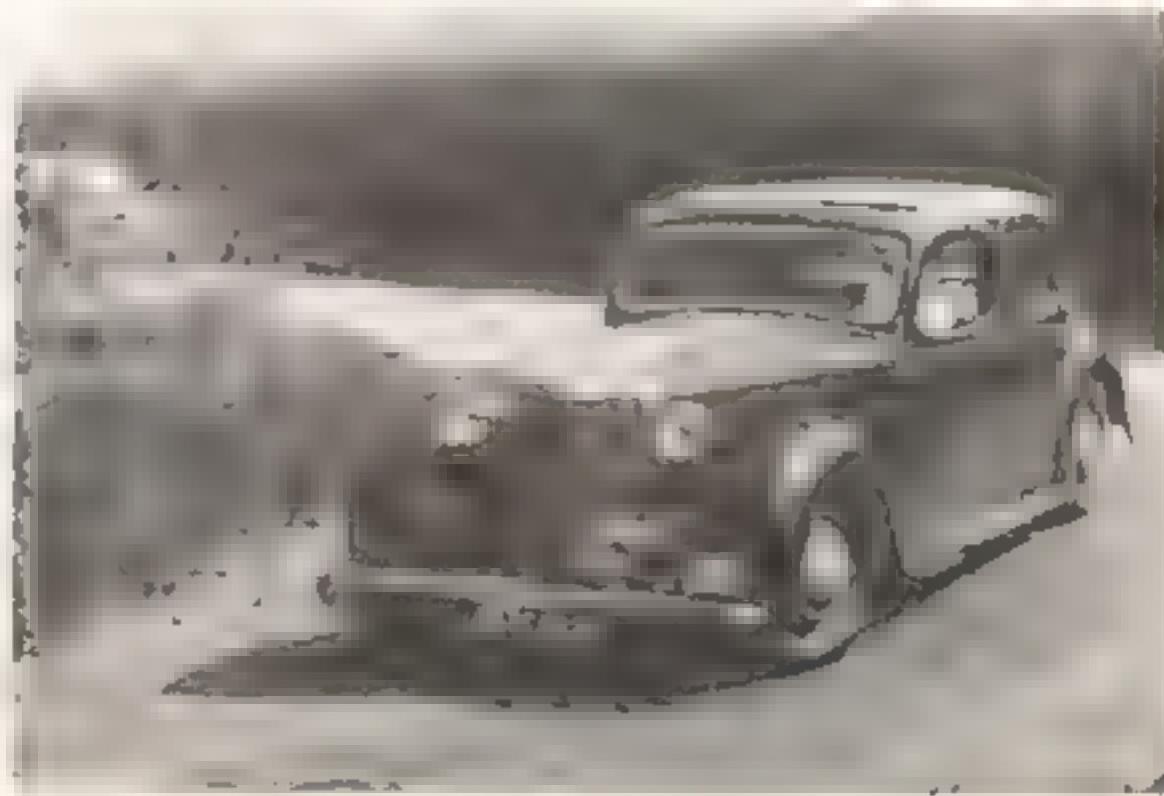
Through Avon, Ringwood, Edmonds-ham and Sixpenny Handley, the next stop was at Minchington Down, where Holland Birkett was in waiting with Test 4, consisting of a timed run through a hairpin bend, while Test 5, tended by Tom Lush, was close by. This was another forward-reverse-forward at a cross-roads, excellently sited, and tackled by the impetuous with gay abandon, exacting in consequence a goodly quota of marks.



Harkers Cross, 1½ miles away. Here on a quiet by-way was held Test 1, a forward-reverse-forward affair between two islands, presided over by Alan Hunt of the B.A.R.C. The test was notable for the disaster to Dennis Dent's Allard, the gearbox of which split, spewing oil over the course, the clearing of which caused some delay to following numbers; notable, too, was the indignation of the driver of a Bedford lorry laden with milk, whose opinion of rallies in general, and the Little Rally in particular, seemed not to be high, and

RALLIES . . . III
(Left) The milk lorry at Harkers Cross whose driver, faced with a half-hour wait, waited strongly on the elements of rally in general

CLASS WINNER: Roland Schmitt's 1½ litre MG saloon, winner of Group 2, Class A



The route check at Cann Common brought contestants within 75 miles of the finish, and following a straight run down A30 via Salisbury, cars turned left before Stockbridge to Control at Broughton, scene of the final tests. Test 6, at a fork, was a tricky procedure involving a start on a hard road surface at line A, heading right at one side of a pylon to line B on the grass, reversing back to A on the other side of the pylon, then accelerating to line C on the left fork.

Tests 7 and 8, the former a left-hand, round-the-pylon run, the latter a double parking test, had unfortunately to be abandoned owing to an apparent misunderstanding with a local farmer, the organizers deeming it better to avert friction for the sake of the sport rather than resist the truculent "opposition" substituting instead a straightforward A to B speed test. One of the Allards, W. W. Paul's K1 model, suffered transmission failure here and dropped out. At this stage Mrs. Joy Cooke found the steering column of her Ford Anglia was coming adrift, while on the final fast run through Stockbridge, Winchester and Petersfield, another lady competitor, the Hon. Jean Rollo, driving a Citroën 15 with Rosemary Lloyd, dropped out of the event.

Back, then, to the Royal Huts Hotel, where cars streamed in one after another, crews adjourning for dinner and the dance put on for their entertainment. When results were worked out, the winner proved to be Peter Jackson with the Allard on which he scored Best Time of Day at the Trengwainton hill-climb in Cornwall on Easter Monday. Close behind—only 2.2 secs. behind on aggregate test times—came B. Watridge (Peasmarsh Spl.), who took the Specials class. Nancy Mitchell was a popular winner of the Ladies' Cup with her H.R.G.

Certainly the Little Rally proved a fine event from every angle, run with all the efficiency and slickness for which the London M.C.s are noted; all competitors were delighted with an scenically enjoyable a route, with the interesting tests and with the excellent organization, for which major credit must go to the indefatigable Mrs. Nina Imhof and to Ian McKenzie. To novices, this event proved a useful dress rehearsal to the Club's bigger London Rally later in the year.

RESULTS

Best Performance, Londoners' Challenge Trophy: P. R. W. Jackson (Allard). No marks lost. Aggregate of test times 111.2.

Club Challenge Trophy: P. G. Mallam, M. A. Taylor (Morgan Plus Four Coupé). No marks lost. 123.6.

Breakheart Trophy: B. Watridge (Peasmarsh Spl.). No marks lost. 113.4.

Coupe des Dames: Mrs. Nancy Mitchell (H.R.G.). No marks lost. 122.7.

Novice's Award: D. G. Farquharson (Jaguar XK 120). No marks lost. 124.7.

Class Trophies: Group 1, Class A. A. C. Westwood (Fiat). No marks lost. 117. Group 2, Class A. R. Sidwell (M.G. 1½-litre saloon). No marks lost. 129.1.

Team Prize: XK 120 No. 1 Team: W. C. N. Grant-Norton/Mrs. Grant-Norton, J. G. S. Sears/S. E. Sears, K. S. Richardson/V. Richardson.

SCOTCH CORNER By "AENEAS"

KIRKCALDY TOMORROW SCOTTISH RALLY INTERNATIONAL DATE FOR CHARTERHALL—ABERDEEN M.C. TRIAL—TURNBERRY

TOMORROW is definitely going to be a very big day. There has been an excellent entry from the South for the first "500" meeting in Beveridge Park, Kirkcaldy, and among the familiar names are Ken Carter, J. Baird Smith, Bob Dickson, Johnnie Higham and Cliff Carter. Our own stalwarts will be out in force with Minton Sanderson, Comish Hunter, Joe Potts Jr. and Pat Prosser to the fore. These lads will, of course, be anxious to keep in front of the Southern gentlemen and will be out for a spot of revenge on Alex McGlashan who trimmed their tyres at Charterhall. Alex, however, has a tame boffin who is definitely in the wizard class and can tune the 4-stud J.A.P. of Alex's Cooper so that the "double knockers" don't see anything but the Cooper's exhaust.

An interesting vehicle at the event will be C. Graham's Cooper. This is an ex-Stirling Moss car and I think that, in D. Taylor's car, we are seeing the first appearance of an Arnott in Scotland.

With John Sword opening the circuit in one of his famous vintage cars—a 1908 Rolls-Royce with 500,000 miles to its credit—and the cameras of British Paramount News clicking merrily, this meeting, which is being organized jointly by the Scottish Motor Racing Club and the Royal Scottish A.C., Beveridge Park, should certainly get off to a wonderful start, and it is to be hoped that organization functions with commendable smoothness. A quote from the regulations is well worth making, and it is this, "The advantage of racing on a natural road with a smooth tar macadam surface, situated in a delightful wooded park, as compared with aerodrome racing, needs no stressing".

The Tenth Scottish Rally of the Royal Scottish Automobile Club, which takes place during Whit Week—from 2nd to 6th June—is one of the premier occasions of the Scottish motor sporting year. To those who have competed before it needs no recommendation, but to those who have not, the Scottish Rally is noted for the efficient and yet informal manner in which it is conducted. To see Scotland at its best and to enjoy a National event that displays a particularly Scottish character drop a line to A. K. Stevenson, Secretary, Royal Scottish Automobile Club, Blythswood Square, Glasgow.

The Winsfield Joint Committee have now been allotted a date for their first International meeting at Charterhall. This is to be 11th October, but I understand there have been some objections from Italy. The Committee are fairly certain that these objections will be countered and are going ahead with their plans to see that the event has as truly an International character as the Scottish Rally has a National one.

The members of Aberdeen and District M.C. are just as keen on their club meetings as they are in preparing for their race meeting which will take place

at Crimond next month. There was a good turnout of members at the Williamson Trophy Road Trial on the afternoon of 13th April. Fifty-five miles of cunningly contrived routing over highways and byways of Aberdeenshire took competitors by Whitecairns and Fintry to a well-sited spot at Kintore, which assured that the customers followed the directions, as written. Theoretically there were dyed indications of the route on the roads. A. J. Wilkinson (1930 Austin Seven) swears the dye was concocted from the same recipe used by H. G. Wells in dreaming up the invisible man, and the Wilkinson pedal-pusher now has a distinct hollow caused by the urgent re-tracing of tyre treads.

Devious paths by Kemnay to Torphins and then to Strachan led to a crafty left-hand turn, that saved 10 miles and some urgent use of the boot, over the Bridge of Feugh. It caught quite a few of the lads napping. At the finish a herb tea was tried on all and sundry, and at the day's end the Williamson Trophy went to W. H. P. Walker (Austin A40) with S. Raeburn (Austin A70) and M. E. Patey (Jaguar S.S. 1½) falling in behind.

Events like the Highland Three Days Rally are very bad for sporting scribes. The amenities and meals of Gleneagles Hotel completely spoil them for the joys of roughing it at the average country pub. This commentator is now in accord with another who wrote—

"I sometimes think a cheap hotel is most unkind to tender bel is."

Entries are rolling in very nicely for the S.S.C.C.'s Turnberry meeting on 3rd May. There are 11 races on the programme and all tastes are catered for, from family saloons via half-litres to the XK 120 Jaguars of *Formule Libre*. I have been asked to remind competitors that, despite some recent statements in Scottish club circles, crash helmets must be worn in all cars—and that goes for saloons!

Bob Haddow would like to compete in circuit events with his immaculate little Cooper—which made B.T.D. at the Turnberry sprint meeting—but he says the circuit game is much too expensive. Bob is concentrating on sprints and hill-climbs and hopes to get the Cooper to most of the "classic" slopes. He's right about the circuits being expensive, but I was pretty shattered when I heard what it cost some of the competitors for their two runs up Bo'ness last year. Certainly it was less than a track meeting, but it was dear enough in all conscience for the time spent on the bill.

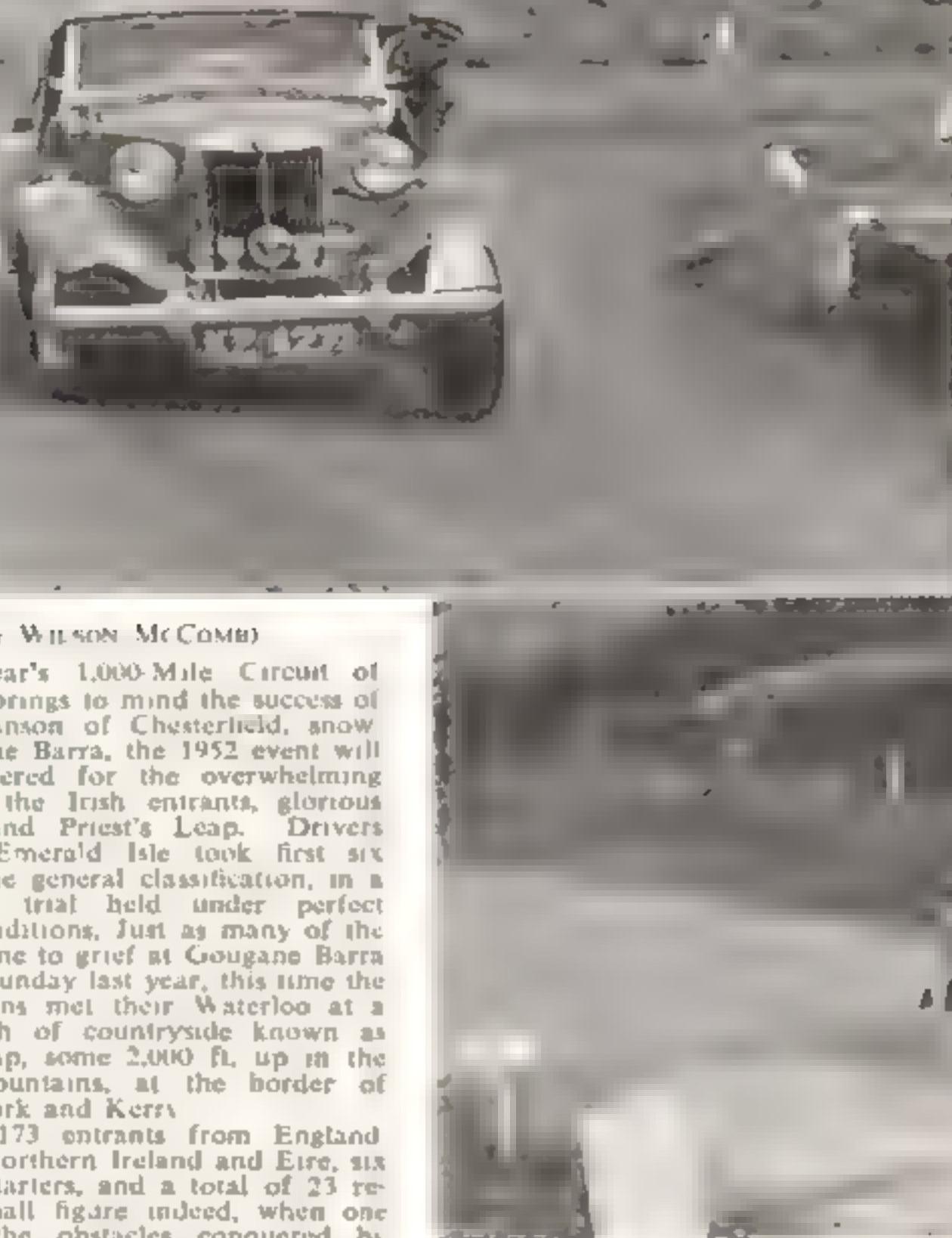
After their victory in the relay race at Charterhall, Jimmy Gibbon, Harry H. Stack and Ian Hopper are considering the formation of a regular team. And its name? The Slacks have a word for it—"Ecurie Ossety". It may not be French but it's certainly "curious".

A "CIRCUIT"

Derek Johnston (TD) Wins U.A.C. 1,000 Irish Drivers — B. D. S. Ginn of Roy

WICKLOW PASS (Left) Derek Johnston (TD MG) and co-driver George Bryson on the Tom Hyde Pass. Johnston made best performance.

BEST VISITOR (Below) B. D. S. Ginn (Jowett Javelin), braking hard during the reversing test near Dolla.



(By Wilson McCombe)

If last year's 1,000-Mile Circuit of Ireland brings to mind the success of Alan Hopkinson of Chesterfield, snow and Gougane Barra, the 1952 event will be remembered for the overwhelming victory of the Irish entrants, glorious sunshine, and Priest's Leap. Drivers from the Emerald Isle took first six places in the general classification, in a magnificent trial held under perfect weather conditions. Just as many of the entrants came to grief at Gougane Barra on Easter Sunday last year, this time the small saloons met their Waterloo at a sticky patch of countryside known as Priest's Leap, some 2,000 ft. up in the Sheehy Mountains, at the border of counties Cork and Kerry.

Of the 173 entrants from England, Scotland, Northern Ireland and Eire, six were non-starters, and a total of 23 retired—a small figure indeed, when one considers the obstacles conquered by those who were determined to finish. Although the route was, perhaps, not as rough as last year's, some sections were "trials country" by any standards, and the strain of maintaining an average speed between set limits had its effect on drivers and navigators alike. But, except at Priest's Leap, few marks were lost on the road section and the average speeds were well maintained. At two secret checks on maximum speed (in accordance with the R.A.C. recommendation), not a single entrant was penalized for speeding.

Saturday, 12th April

The sun was shining in Belfast on Saturday morning—which was just as well, for the scrutiny control opened at 5.15 a.m., and rain at such an hour would have been too horrible to contemplate. Details of the first test and the position of the first control were withheld until scrutiny, so navigators had to set their compasses a-rolling right away, before reporting to Stranmills Embankment for the start. The first to leave, on the 1,179-mile journey, were the "Three Beetles" R. Noble, J. Baxter and G. Wolseley in Morris Minors, heading for Maghaberry Aerodrome, near Moira. Twenty m.p.h. and 30 m.p.h. were the minimum and maximum average speeds set for this 16-mile section, and entrants found it hard to keep within the upper limit. We saw Wilbert Todd and Charles Maunsell doing a steady 5 m.p.h. in their

Hillman Minxes, with Maunsell singing "It's A Long Way to Tipperary" to relieve his boredom.

Three tortuous channels were set out on the runway, 8, 9, and 10 feet in width, and the product of wheelbase and track decided which channel each car was to negotiate. Alas, the difficulty of the test was sadly underestimated, and many a marker tin was scattered to the winds of heaven before the day was out. In Class II, for saloons under 1,300 c.c., the Morris Minors of W. E. Kilroy and A. Hutchinson were fastest, with Billy Shaw (Austin 8) and Jim Hyde (Ford Anglia) tying for third place. In Class III, the Citroëns were unbeatable, the first three places going to Robin McKinney, D. G. McNally and Sidney Pentland. The 1,100 c.c. H.R.G. of J. H. King of Sleaford set fastest time in the open car class, followed by Harvey McWhirr's 1½-litre, and Michael Mackie's Lea-Francis, but even King was slower than McKinney.

Then, on to Newry and the Border, where we saw Wilfred Fitzsimmons of the I.M.R.C. en route to the start, and admired the bomber clock which John Petle (Hillman Minx) was using for timing. At Dundalk the entrants left the main Belfast-Dublin road, and took the marshy road to Castleblayney, to check in at the garda (police) station. Making the best of the 30-40 m.p.h. limits now in operation, they pressed on



through the rolling mudlands of Ireland to another check at Mullingar. Jack Stevenson (Minx) was seen topping up with water—first symptom of the tight engine which troubled him throughout the trial, and ended with a burned-out valve. Later, when the open class was passing through, Desmond Titterington (Allard) missed the check, and thus became the first to retire.

The next control was at "The Cut" in the Slieve Bloom Mountains of Co. Offaly, with a secret check 10 miles before. No one was caught "speeding" here, but three entrants were late, including Major W. R. Madden (Minor), who had also missed Mullingar and returned. More mountain-climbing followed, to a control near Dolla, for the second test—reversing round an island in a steep, loose-surfaced lane. Again, it was harder than it looked, and many lost time in wheelspin, while McKinney relinquished his lead by reversing at the wrong line.

Class I.

- 1st J. P. Dalton (M.G.), 16.6 marks lost
- 2nd R. J. Nash (M.G.), 16.8 marks lost
- 3rd J. Lowrey (Morris), 16.8 marks lost
- 4th W. R. Chambers (M.G.), 17.0 marks lost
- 5th F. E. A. Biggs (M.G.), 17.0 marks lost

Class II.

- 1st C. W. E. Maunsell (Hillman), 18 marks lost
- 2nd P. H. S. Newell (Morris), 18.3 marks lost
- 3rd W. T. T. J. H. marks, 18.8 marks lost
- 4th H. R. T. (H. Ford), 18.8 marks lost
- 5th P. H. S. Newell (Morris), 18 marks lost

N SUNSHINE

ile Trial—First Six Places Filled by on (Javelin) Takes Visitors' Award

Class III.

1st A. Templeton (Sunbeam-Talbot)	17.4 marks
2nd C. D. McCarthy (A. M. G.)	17.8 marks
3rd J. A. Michael (Lea-Francis)	18.2 marks

After checking in at Tipperary, it was a straightforward dash to Killarney although little dashing was possible between the limits of 28.8-37.5 m.p.h. A rally he told had thinned with six more retirements before the second test, 10 late, and R. B. Hult (Singer), E. J. Wilkinson (M.G.) and S. G. McWatters (M.G.) each losing 100 marks for early arrival. Three more were late at Killarney, where the cars were put into the *pure fermée*, and the competitors given details of Sunday's route. Somewhat disorganized by a lightning strike at the largest hotel, they turned to thoughts of food, sleep, and map-reading, with the emphasis on map-reading.

At this stage J. H. King (H.R.G.) was leading with 73.4 marks lost, and second place was filled by Michael Mackie (Lea-

miles after the start, a deceptive turning led several unsuspecting entrants round a six-mile detour and, to their astonishment, straight back to the start again.

According to Sir Francis Bacon, roughness breedeth hate. If that is so, then competitors must have been breathing fire on the regularity section. Cart-tracks, mountain passes, water-splashes, tight hairpins, hump-backs—they were all there, and more besides. For the small cars, and many of the large ones, maintaining, or rather attaining the required average of 24 m.p.h., was out of the question, and there were incidents a-plenty. H. M. Lawrence (Austin A.90) crashed four miles from the start, his passenger being slightly cut by the broken windscreen. Cecil Ward, third in the 1951 Monte Carlo Rally, smashed the front suspension of his Ford Consul. D. A. Wilkins teetered his M.G. 1½-litre saloon on a precipice and, after over an hour of jacking, drove out cannily from the passenger's seat. W. R. Shaw (Austin 8) also found himself in the greenery, with a bent front axle and broken spring. F. Kermohan ditched his A.40 Austin, and was hurriedly de-ditched by those who lay behind him.

The most outstanding performance in the test was that of Vernon Hill (Allard), who lost only 17 marks, with Dr W. N. Jones (Sunbeam-Talbot) second in Class III, and C. F. C. Lindsay (Humber

Hawk), R. J. Adams (Sunbeam-Talbot) and Dr. G. W. Houston (Sunbeam Talbot) third. Best in the open class was Joseph Lowrey (Morgan) with Brian McCaldin (M.G.) and Derek Johnston (M.G.) second and J. T. Leck (M.G.) third. The small saloons were a long way behind, the Minxes of E. D. Woolley and M. C. Hogan being first and second, and third place being shared by John Peile (Hillman) and R. H. Trunnear (M.G.).

Three or four miles south of the end of the regularity section lay Priest's Leap, about which only two things need be said. Before the end of the day, competitors were using *chains* to get over the top, and the official who discovered the place has begged me not to disclose his name.

After this performance, it was not surprising to hear that 12 had retired, and no less than 51 were late at the next control, at the foot of the evergreen Tim Healy Pass, where a timed climb is held each year. Here occurred the only hitch in the four-day event—a delay which built up to 40 minutes, due in part to non-competitors, unaware that the road was closed, and partly to a walkie-talkie which wouldn't talkie. David Archibald took advantage of the hold-up to fit a new prop-shaft universal to his TA M.G.

There are several ways in which a fast climb of Tim Healy may be made—one might, for example, assume that he hereafter is an interesting spot, well worth a visit, and place the right foot firmly down. F. Aldritt developed a new technique when the throttle of his Ford Consul jammed open—he climbed on the brake pedal. E. D. Maguire chose the wrong moment to glance at his rev counter, and his TC landed on its near side, his wife's head pillowled on the ground. Quite undaunted, he changed a buckled wheel and continued. Last year's winner, Alan Hopkinson, spun his TD at the same corner and, shortly after-

RUBBER-SHEDDING: (Left) Peter Thomas (Dodge), whose climb of the Tim Healy Pass cost him one rear tyre—worn right through to the canvas.

SHEEHY MOUNTAINS. (Below) This was the breath-taking setting of the regularity test. Competitor is 1951 winner, Alan Hopkinson

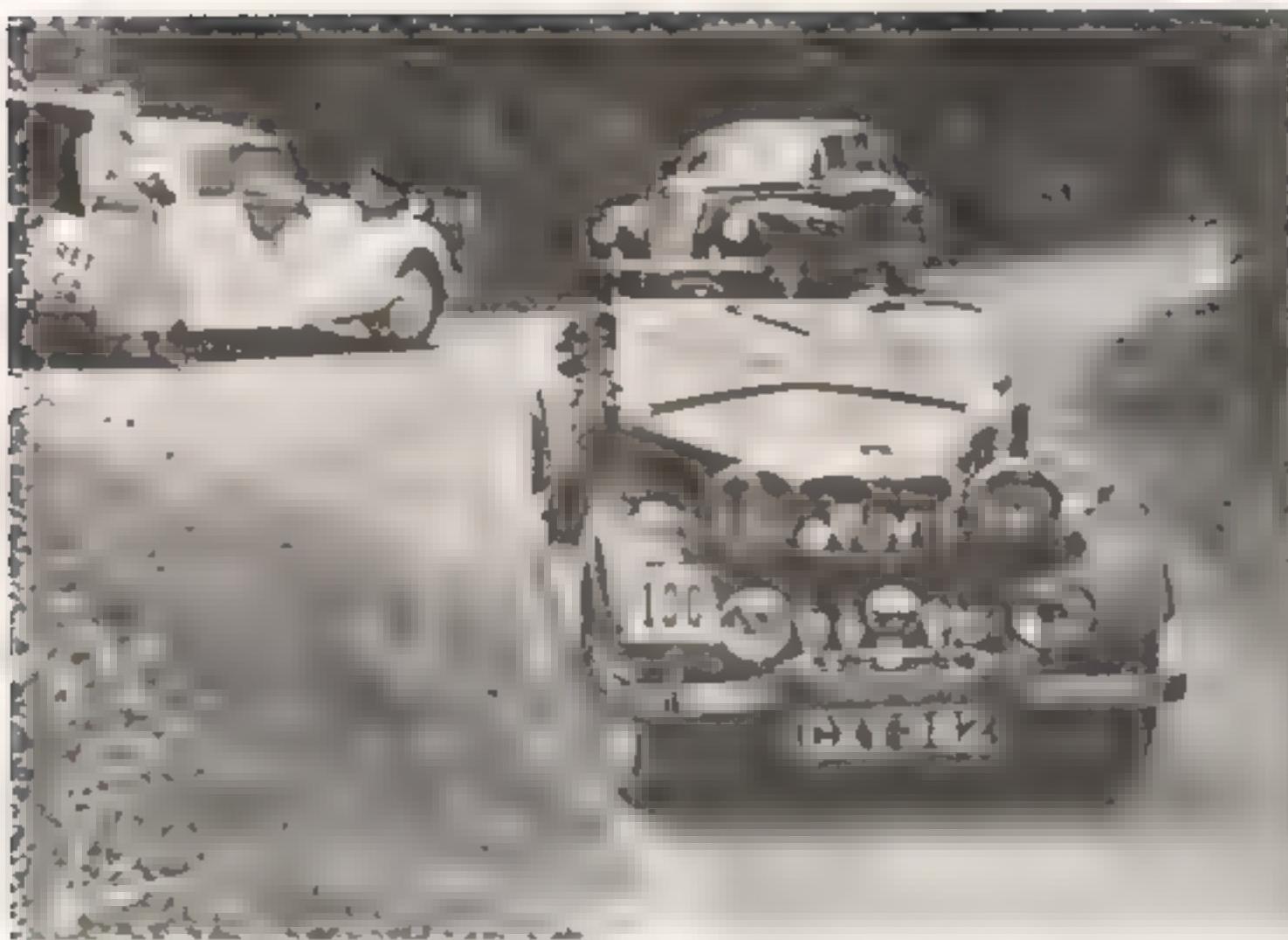


Francis). The Citroëns of D. G. McNally and Sidney Penland were lying third and fourth, Joe Robinson (Vauxhall) was fifth, and sixth place was shared by A. B. Hibbert (Jowett Jupiter) and E. T. McMillen (TD M.G.).

Sunday, 13th April

THOSE who had slept, after finding that the regularity test would confront them in the morning, were able to content themselves with something like equanimity by means of a celluloid stencil which fitted over their ordinance maps, indicating the route. It started at Ballingeary, 40-odd miles from Killarney and a stone's throw from the notorious Gougane Barra, and wound its way in and about the Sheehy Mountains for close on 50 miles. Four





A "Circuit" in Sunshine—contd

wards, collided with another competitor's car, a damaged front suspension forcing his retirement. Brian McCaldin (TDK) baulked by another competitor, was allowed a second run, which he swore was slower than "the one that got away". Nevertheless, he took fourth place in his class, Hopkinson's team-mates D. G. Scott and J. F. Dalton being first and third, with local man Michael Mackie (Lea-Francis) occupying second place.

In Class II, Dr. O'Hara's Porsche engined Volkswagen made an impressive climb to take first place, and a pleasing performance was that of Major W. B. Michael who was second in his A 40 sports. Third place was shared between four competitors—H. R. Jesty (Hillman), C. W. E. Maunsell (Hillman), A. Kane (Austin) and R. Robinson (Austin). Sydney Penland's Citroën was first in Class III, with C. D. McCarthy (Allard) second, and third place was occupied by Robin McKinney (Citroën), A. B. Hibbert (Jupiter) and Vernon Hill (Allard).

The second stage of the trial was brought to a close with a trip to a check at Waterville, on the coast, then east again through the MacGillycuddy Reeks to Ballaghbeama, and home to Killarney, where a surprise check on spare wheels was held at the *parc fermé*. Since Saturday night, the leader board had undergone a complete reversal. Derek Johnston now leading with a total of 165.6 marks lost. Second lay Dr. W. N. Jones (Sunbeam-Talbot) with 168, and third Brian McCaldin, 169.2, while it looked like a close fight for fourth place between Joseph Lowrey (Morgan) and Christopher Lindsay (Humber Hawk), who were separated by only 0.2 marks. The small saloon class was headed by six Minxes, but all had lost so heavily that they were virtually out of the running for the premier award.

Monday, 14th April

Eight a.m. on Monday morning at Killarney. The sun still shone, and out came the "Three Beetles", singing their team song, specially composed for

HOME FROM HOME (Above) John Talbot-Frith (Riley) leaves the "Steering Wheel" for a steering wheel, returning to his native Ireland to compete in the Circuit

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BOVINE ENCOUNTER: (Right) Competitors were pretty hardened to this sort of thing at the end of the four-days event



the occasion. Their enthusiasm was wonderful to see, for they had no expectation of awards, and Garnett Wolseley (Minor) did not know that he would take sixth place in his class—a splendid achievement. Ahead of them lay a non-stop run of 649 miles, right round the west coast of Ireland and back to Belfast.

Anascaul, on the coast of Dingle Bay was the first check, followed by another at Ballybunnion, and a secret check five miles before Limerick. Still on main roads, the field crossed the Shannon and headed for Ennis, then took the winding, unmetalled road to Ennistymon, between bare fields devoid of topsoil. Few can have failed to promise themselves a return visit, as they contemplated the fascinating desolation of their surroundings.

It was wearing on towards evening as the last of the saloons clocked in at the Galway control, but not a soul was late. With speed limits now 24-30 m.p.h., they followed the marsh road to check points at Inveran and Clifden, where the popu-

lace went wild with excitement as car after car pulled in with headlamps blazing. Then the long climb to Westport, the mountains looming out of the darkness, and on through Castlebar to another check at Ballina (pronounced Bally-na). In the middle of the night, an epidemic of punctures broke out, and competitors felt ill-disposed towards the "humour" of Co. Sligo residents as they changed nail-pierced wheels in the darkness. Fortunately they found first-aid available at a Sligo garage, before checking in at the Sligo control, where only one of the entire field was late. In the wee small hours of the morning, they ate a hearty meal and refilled their thermos flasks before continuing on their way

Tuesday, 15th April

IN the early dawn an exhaust, especially a "doctored" one, makes an astonishing amount of noise, and we wondered what the inhabitants of Ballyshannon, Donegal, or Ballybofey thought of us as we tore on through the deserted streets down to Letterkenny the winding road led, and over the Glendowan Mountains to a check at Creeslough, on the northern coast of Co. Donegal. Another check at Carrickart followed before competitors skirted Lough Swilly on their way up the

Mahn peninsula to another control. A new hazard manifested itself, in the form of sheep, lambs, and tiny, pathetic donkeys, fast asleep in the middle of the bog roads, and one M.G. driver found himself with a bent windscreen and a cow-draped scuttle.

At Killagee Bay entrants bade farewell to the Atlantic and climbed steeply to Control 3, where three were late, and four more retirements notified. Here a wiggle-wiggle test was held, on a steep, loose-surfaced lane between high banks, and the small cars came into the picture again. W. E. Kilroy (Minor) headed the class with 63 marks, with W. McK Gawn (Prefect), J. W. Nicholson (Minor) and N. O'D. Browne (Fiat) second (64 marks), and Garnett Wolseley (Minor), A. Hutchinson (Minor), Dr. J. E. Hanna (Minor) and Jim Hyde (Anglia) third at 65 marks. Harry Reilly (TC) was best of all with 61 marks, second place in the open class being taken by W. J. G. Clarke, Denis Scott and Frank Bigger, all in M.G.s, and all with 64 marks. It

was a hard life for the large saloons, and Jack McMichael (Sunbeam-Talbot) did well to register 65, with 70 for A. L. M. Davidson (Wolseley) and 77 for J. R. Stewart (Sunbeam-Talbot).

Crossing the border at Bridgend the field checked in at Londonderry, then followed the main Belfast road to Antrim and thence to Nutt's Corner Aerodrome for the final test. The small saloons were all on time at this, the last control, but the three large saloons which were late included Dr. Geoff Houston (Sunbeam-Talbot) who had missed the Londonderry check. The only open car which was late was David Archibald's M.G., but David had driven for many miles with a block of exceedingly hard wood between himself and the ground, having broken his off-side rear spring.

More than ever before, it seemed, the drivers showed signs of fatigue at the final tests, and many who normally shine in special tests made strange blunders that morning. First to confront them was a braking efficiency test, in which the Minxes of Hogan, Eustace Dowling and Charles Maunsell made the best performance of all—another triumph for the small cars. The large saloons ran them

Thoughts of sleep lay uppermost in the minds of competitors as they made their way to Belfast, so that they might enjoy the prize-giving, and wonder anew at the Ulster Automobile Club, which produced complete results before 11.0 p.m. that night. Over and over again, in broad Scots, Lancashire, and brogues of all descriptions, the comment was repeated—"It was a great trial!"

RESULTS

Ulster Automobile Club Challenge Trophy: D. G. Johnston, Lisburn (TD M.G.), 322.4 marks lost.

Class I, open, any capacity: 1, D. G. Johnston, 2, B. McCaldin, Monaghan (TD M.G.), 323.8 marks lost; 3, D. H. McWhirr, Belfast (1½ H.R.G.), 353.1 marks lost.

Class II, saloons, under 1,300 c.c.: 1, J. Peile, Richhill (Hillman Minx), 407.7 marks lost; 2, M. C. Hogan, Dublin (Hillman Minx), 414.1 marks lost; 3, J. E. Dowling, Belfast (Hillman Minx), 417.0 marks lost.

Class III, saloons, over 1,300 c.c.: 1, Dr. W. N. Jones, Ballymena (Sunbeam-Talbot Coupe), 345.4 marks lost; 2, C. P. C. Lindsay, Belfast (Humber Hawk), 347.2 marks lost; 3, B. D. S.

LIGHTNING STRIKE: (Left) A sudden strike at a Killarney Hotel threatened inconvenience. However, 11 of the staff donned overalls and attended to the needs of competitors and officials.

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TIN-BASHER (Below) W. McGawn's Ford Prefect learns the true meaning of "break-away" at the Maghaberry Aerodrome test



close. A. L. M. Davidson (Sunbeam-Talbot), A. B. Hibberd (Jupiter) and Dr Houston (Sunbeam-Talbot) taking the first three places. Then came the open cars, headed by the TD M.G.s of Denis Scott, Dermot O'Ciery and Dick Nash.

The final test was, perhaps, the worst of all—a narrow channel with a pylon to round at each end. Again the small saloons showed the way, but this time it was N. O'D. Browne's Fiat "Mouse" which came out on top, followed by M. P. O'Flaherty (Volkswagen) and B. Blake (M.G.). Again the large cars were second, the order being Sidney Pentland (Citroën), Dermot Johnson (Allard) and Davidson (Sunbeam-Talbot), and Robin McKinney (Citroën). Finally came the open car class, in which Harvey McWhirr (H.R.G.) scored with a neat reversing manoeuvre. His time was a full five seconds better than that of second man Billy Chambers (TD), whose partner S. G. McWatters (TD) took third place.

Nothing more remained but the final scrutiny, where 18 suffered penalties for damaged bodywork or faulty equipment—and another might have, but for some canny work with a smear of oil and road dust to hide a hastily resprayed wing

Ginn, Royston (Jowett Javelin), 364.6 marks lost.

Team Prize: "The Three Chancers" (Johnston, McCaldin and W. R. Chambers, TD M.G.).

Castlereagh Trophy (Visitors' Award): B. D. S. Ginn.

Ladies' Trophy: Miss L. M. Andrews, Belfast (Singer Roadster), 691.0 marks lost.

Novice Award: E. W. Beaumont, Moira (Riley 2½), 392.2 marks lost.

Finishing Order: Johnston, McCaldin, Jones, Lindsay, McWhirr, Chambers.

Number of Official Finishers: 144

* * *

RHODODENDRON RALLY

ON Saturday, 24th May, the Veteran C.C. of Great Britain will be staging the Sheringham Rhododendron Rally, in co-operation with the S.C.C. of Norfolk. Only cars manufactured before 1917 will be eligible, and competitors will rally to the assembly point by the City Hall steps at Norwich. The Lord Mayor of Norwich will then send the cars off on the 25-mile run to Sheringham Hall, during which tests on driving skill, regularity and road safety will be conducted.

Entries for this event, open only to V.C.C. of G.B. members and associate members, close on 1st May. Secretary of the Meeting is P. H. Pointer, of Guardian Road, Norwich.

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ALVIS O.C. (SCOTTISH SECTION)

A GENERAL Meeting of the Alvis O.C. (Scottish Section) will be held in the Ivanhoe Hotel, Buchanan Street, Glasgow, at 3 p.m. on Sunday, 27th April. All Alvis owners are invited to attend.

The Spring Rally which was postponed from 2nd March will be run on Sunday, 4th May, in the S.E. Scotland area.

New members are still required. Full particulars of membership may be obtained from the Hon. Sec., David M. Gilkes, of 17 Dudley Gardens, Edinburgh, 6.

EASTER

Highland Thr
End Trial-Goc



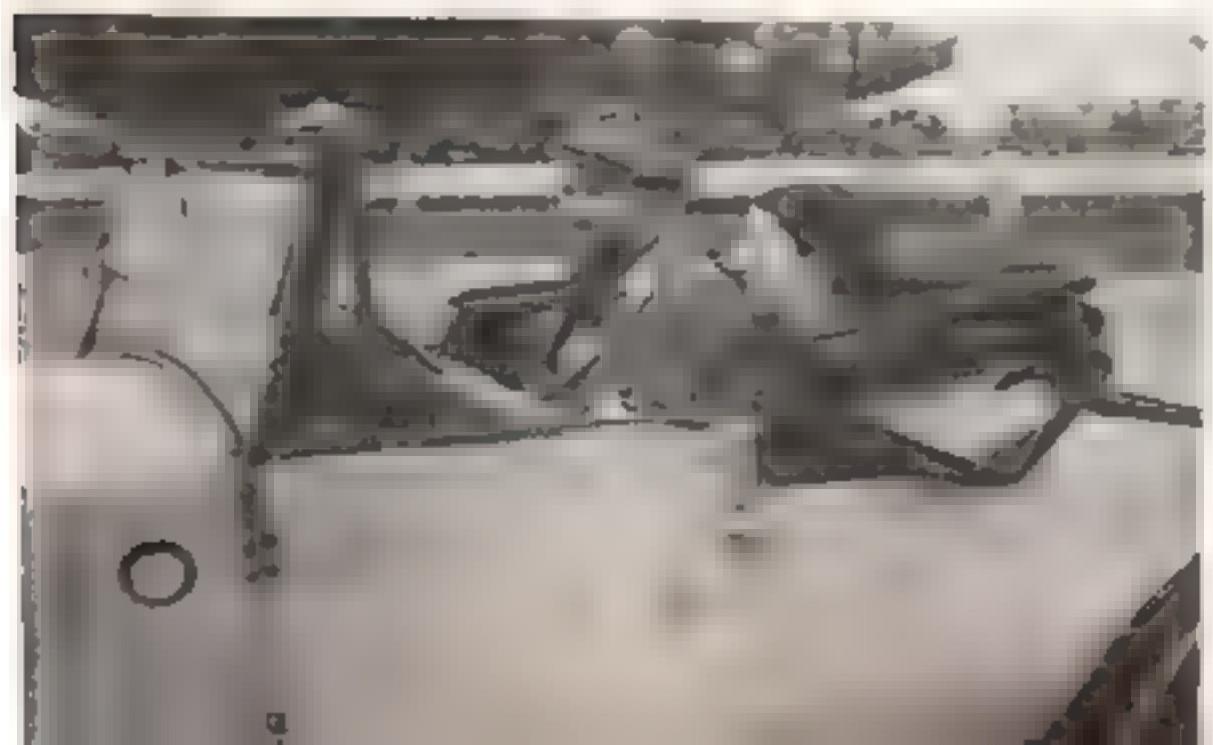
HIGHLAND. (Above) C. W. J
Jeffrey (H R G) starting off in the
Cairn-a-Mount Test in the
S.S.C.C.'s Highland Three Days
Rally. G. A. D. Hammond
(Below) and Ewen Jeens (M G)
are also seen.

(Right) Bob Dickson in the Mor
gan which he also drove in the
R.A.C. Rally



MAN OF THE MOMENT. (Above) Mike Hawthorn, the hero
of Goodwood in his Cooper-Bristol. On the left is Bob
Gerard, and on the right is Hawthorn Senior

FLAT FOUR KING. (Below) Archie Butterworth, designer of
the new air-cooled engine used in Bill Aston's car, tours
round Goodwood in a veteran A.C.



PARADE

Days Rally—Lands
wood—Castle Combe



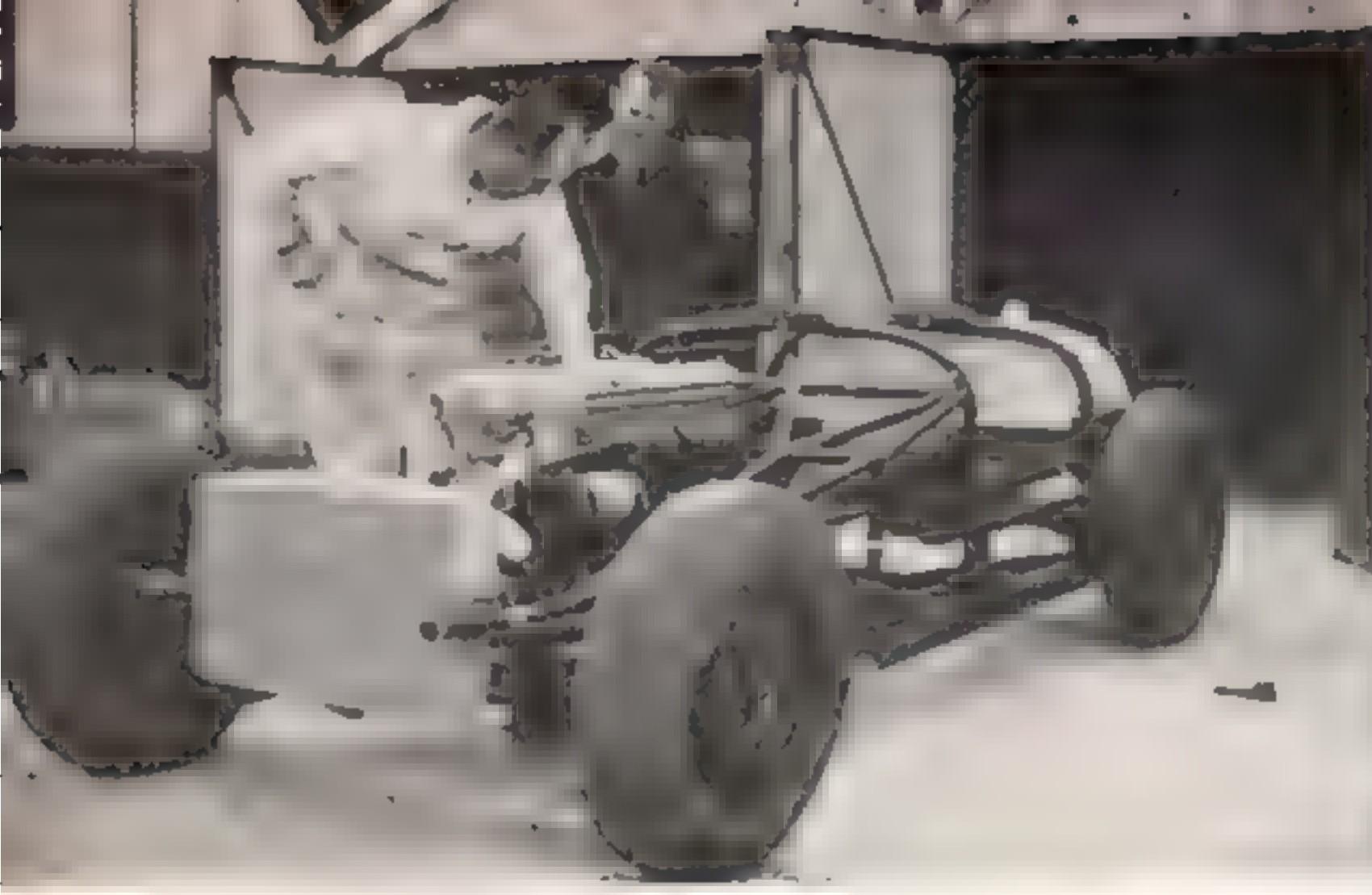
LANDS END. T. W. Wilson (Triumph) tackles Dartmoor during the MCC's popular Lands End Trial, an annual Easter event which as usual attracted a very large entry.



PREVAILING FASHION. One of the latest additions to the ever-growing number of racing stables is Fleurie Britannique. Two of the organization's Mark VI Coopers are seen at Castle Combe with driver Alan Rippon on the extreme right.

GOODWOOD. Start of the Chichester Cup race showing Tony Rolt (Delage ERA), Philip Fotheringham-Parker (Talbot), Dennis Poore (Alfa Romeo) and Juan Manuel Fangio (Cooper Bristol). The race was won by Mike Hawthorn (Cooper-Bristol), who has already vanished out of the picture.

Gordon Parker's Jaguara, the chassis of which is basically of Buckler, tubular-pattern construction



Technical and Otherwise

By JOHN BOLSTER

HAPPY TALK

AT last, the winter of our discontent is over. It's been fun talking about motor-racing, seeing films of motor-racing, dining with racing motorists, and designing imaginary racing-cars. Now, however, we can put all that behind us, for the season is upon us, and once more we have the real McCoy.

One of the most delightful things that happens in the spring of the year is the emergence from workshops and garages of the products of a hard winter's work. I am sometimes privileged to be present on these occasions, and I was recently invited by Gordon Parker to see his new butterfly come out of its chrysalis. This car replaces the very successful Jaguette, and it rejoices in the name of Jaguara.

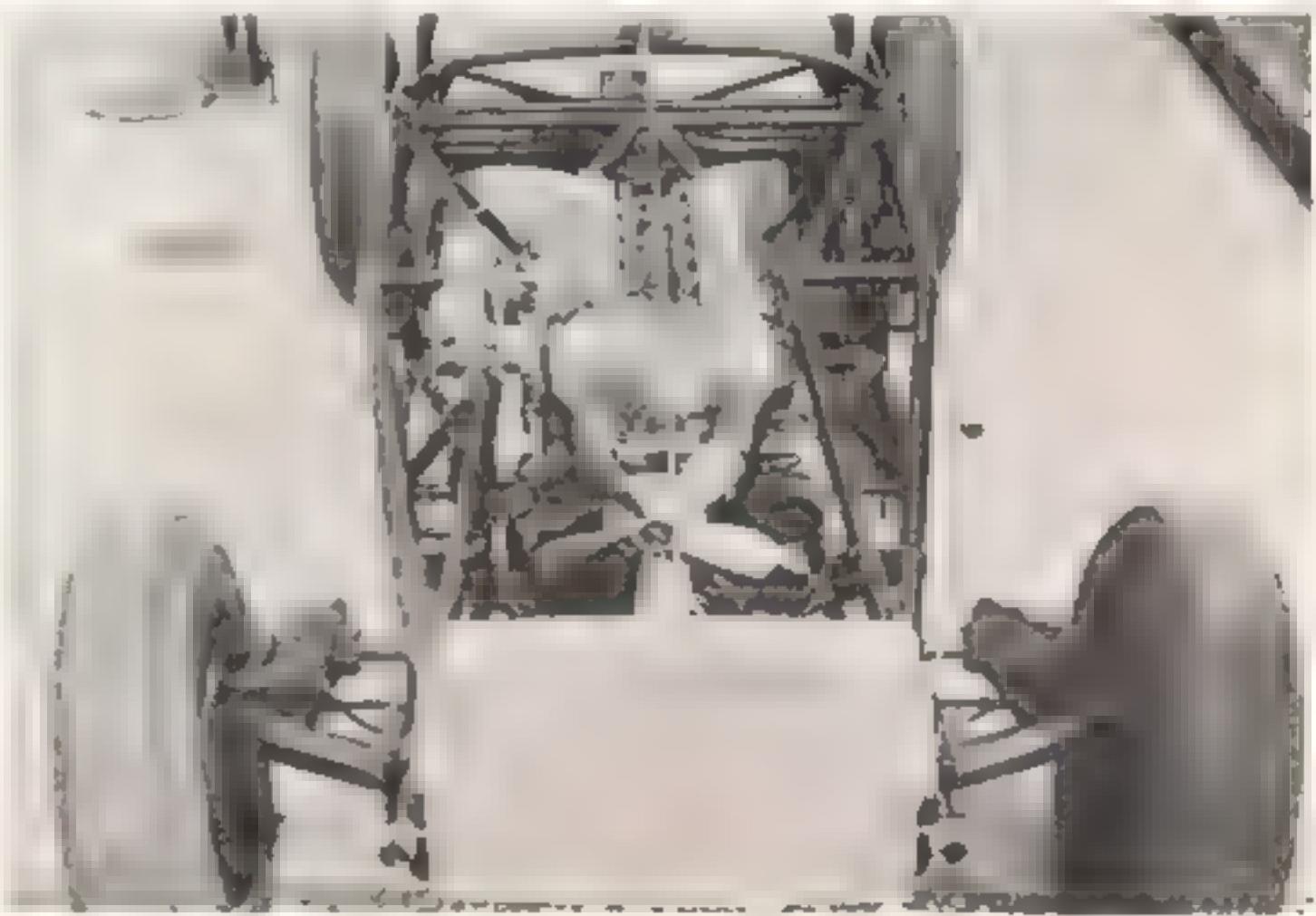
The basis is a Buckler multi-tubular frame, welded up from 17 gauge chrome molybdenum tubes of 1½ in. outside diameter. It gives a wheelbase of 8 ft., a front track of 4 ft. 4½ in., and a rear track of 4 ft 2½ in. This is an example of that modern school where such things as bulkheads, tank supports, and so forth, are all stressed chassis members, doing a job of work; in fact, if you spread a bit of sheet aluminium over it, you've got your body shape practically decided for you.

The front independent suspension is on the Dubonnet system, and comes off a Vauxhall Velox. With this arrangement, all the steering parts are sprung, and it is the easiest thing in the world to get correct geometry. A Morris Minor rack and pinion gear is used, and this is a unit which is becoming deservedly popular among the racing fraternity. The Dubonnet system has sometimes been criticised for lack of lateral rigidity, but as the Jaguara, which weighs less than 17 cwt. in full touring trim, is much lighter and lower

than the Velox saloon, it is felt that all will be well.

At the rear, a normal XK 120 axle is used, with a 3.27:1 ratio. It is carried on two pairs of superimposed tubular radius arms, and the lateral location is "pure A.R.M." That is to say that a short vertical link is pivoted centrally on the differential housing, and horizontal tubular members are connected to appropriate points on the chassis. The suspension medium is coil springs with telescopic dampers. Jaguar Lockheed brakes work in Alfin drums, and the XK 120 disc wheels have been copiously pierced for cooling. It is possible that Rudge type wheels, with light alloy rims, may be fitted later on.

A standard XK 120 engine is used, complete with its own gearbox. This is supercharged at 9 lbs. per sq. in. by Arnott vane-type compressors. It will be appreciated that, as these are in parallel, this is not a two-stage installation. The drive is by triplex roller chains, and the sprockets are mounted on Silentbloc bushes to cushion the transmission. Normally, they act as vibration dampers, but they can actually slip if violent acceleration overloads the blowers. Provided that the pressure is not allowed to exceed 9 lbs., the engine, which has a standard compression ratio, will run happily on the 80 octane fuel which is normally specified for sports-car classes.



The XK 120 engine installed in the Jaguara. It is supercharged by a pair of Arnott instruments, used in parallel



Rear suspension of Gordon Parker's new Jaguar, showing "A.R.M." link

The body is a fairly wide two-seater, with separate mudguards. A light alloy Marston radiator is mounted low down in front, and there is a 17-gallon petrol tank directly over the back axle. If additional fuel capacity is ever required, side tanks will be fitted.

It is obvious that Mr. Parker has an immensely potent car here, and although there is still quite a bit of detail work to complete, it should not be long before we see it in action. We await its first public appearance with great interest.

Of the other new projects which are appearing this season, the Bristol-engined Cooper must take pride of place, by virtue of its sensational Goodwood debut. Fangio was immensely impressed with the road-holding, and said that the acceleration from low speeds was better than that of a Ferrari. This is a funda-

mentally reliable form of engine, too, and so it should be ideal for long-distance racing. It is unfortunate that, at the moment, it has to live down the "thus far and no farther" reputation that the V-twin version earned, and Continental race organizers have yet to learn what a fine car this is. In consequence, some difficulty is being experienced in placing entries, but the gallant H.W.M.s could certainly do with this assistance in flying the British flag.

The same thing applies to the B.R.M., for, however good the car may now be, it is assessed by organizing clubs on its previous performances, and who shall blame them when they have so much at stake? I repeat this, because a reader has accused me of being "anti-B.R.M." In fact, I have never publicly stated my opinion of this

project, and have only made reports, the truth of which is manifest. Every enthusiast hopes, from the bottom of his heart, that we may yet see this car fulfilling the claims that its sponsors have made for it. Mechanical breakdowns may be unavoidable, but it is the mishandled publicity, frankly misleading statements, and lack of all sense and tact in the public relations department, to which I object. These things have done great harm to our sport and our industry, but it is no good crying over spilt milk. Let us pray that, at this eleventh hour, the B.R.M. may at last reward those who have toiled so hard and so long.

I was immensely pleased to see that that hardest of all triers, Bill Aston, got his brand new Butterworth-engined car to the starting line at Goodwood. It shows promise of being another very fast Formula 2 machine, and must have about the best power to weight ratio of all the unsupercharged two-litre cars.

A lot of labour has gone into some of the half-litre bolides, too, and the "Surling-Kieft" influence is very evident, particularly as regards swing axle rear ends of negligible roll resistance. I especially liked the Revis, the Erskine Staride, and the Mackson, all of which had this arrangement.

Another thing I noticed at Goodwood was the prevalence of the so-called "Continental" driving position. In fact, one of the few chaps who wasn't doing it was Froilan Gonzalez, who wastes less time on a corner than any man I know. We could go on talking about things like this for hours, you and I, but my space has come to an end. See you at Silverstone!

Y RALE GOGLFDD CYMRU

The Rhyl and District M.C.'s North Wales Rally on 19th, 20th April, was run off in excellent weather apart from a trace of highland mist around the Berwyns, and competitors made good time over the semi-sporting sections along the route. Owing to a new system of marking, whereby any competitor failing to report in a check or a Control was penalized by the maximum number of marks lost by any other competitor in any other section, the results showed some remarkable debits and it was more than amazing that the "Standard 10" of the winner could have covered so many difficult paths and return to Rhyl with a clean sheet. The remarkable navigation of Bob McLellan made up for the sheer speed and power of the more modern and larger challengers and it is a tribute to the perseverance of the crew that they finished with the only com-

pletely clean control card. Of the 43 actual starters four cars retired and Jim Ray's Plus Four Morgan was ditched outside Maentwrog.

After the actual road section and breakfast, the competitors took off on a short regularity test of about 30 miles to decide any ties and this was later followed by a slightly difficult garaging test and breath-taking wiggle-wiggle "dicing" on the Corporation Car Park.

PROVISIONAL RESULTS

Premier Award: J. Esmor Thomas (Standard 10), Class A1

Motor Traders of Rhyl Silver Challenge Cups: G. L. Corlett (Aston Martin), Class B2; D. Brookes (Sunbeam-Talbot "90"), Class B1; B. B. Davies (Morgan Plus Four), Class B2.

Best Rhyl and District Club Members: 1. Stan Kennedy (S.S.100), Class B2, 2. F. Davies (Austin A40), Class A1

1st Class Awards: (next best 10 per cent. of the entry) E. F. Higgins (Austin A40), Class A1; K. J. Moore (Jowett Javelin), Class A1; W. Shepherd (M.G. TC), Class A2; Reg Holt (Allard Saloon), Class B1; J. Sowerbutts (Lagonda), Class B2

Best Team Performance: The "Tee totallers", Stan Kennedy (S.S.100), Hugh Rutt (Jowett Javelin), D. Brookes (Sunbeam-Talbot "90").

* * *

BUGATTI O.C. RALLY

LAST week-end B.O.C. held tests at Prescott Hill, followed by a rally of club members, in which 18 Bugatti drivers competed for awards. The George Harris Challenge Cup went to Ian Sievwright (Type 35), and Peter Stubberfield won the Scuderia Prize for his Types 50 and 50a.

Correspondence

R.A.C. Rally—The Scarborough Test

In your Editorial of 8th February, 1952, you state: "The R.A.C. assures AUTOSPORT that there is no question whatsoever of the smaller-capacity cars being at a disadvantage. In all tests which involve the element of speed, qualifying times will be based on a formula worked out on engine size . . ."

From this and the remainder of the paragraph quoted, one was led to expect that a 1½-litre car would stand a chance in the Open Car Class of the Rally.

It was very disappointing to find, in the event, that this was not so. Although a splendid balance had been maintained during the week the Lakes Regularity Test being perhaps one of the cleverest ever conceived) the whole thing was thrown out of gear by the final test at Scarborough.

I have drawn up a series of graphs which show what a profound effect this one test had on the order of the best 15. The first thing that strikes one is the high numerical value allocated to it; the figure of merit swamped the total marks obtained for the rest of the Rally. Bancroft had only lost 60.0 up to Friday night and then in a single test loses another 142! The whole event was pretty well decided by this one section of the competition.

But more serious than this, in my opinion, was the lack of any attempt to keep faith with the smaller cars and compensate for the great disparity in engine sizes. The 2½-litre cars were not put out completely, it is true, but the three unfortunate 1½-litre cars that had struggled into the final 15 could only trail helplessly along in the rear.

If the writer may be allowed to mention his own case in particular, he finds it a bit heartbreaking to win honour and glory and a bag of gold one year for beating all the other 1½-litre cars, do precisely the same the following year (and beat a lot of big ones as well), and have nothing whatever to show for it. No, not even a "tombstone" for the masterpiece!

Surely that fine circuit at Scarborough could have been used to better advantage.

J. V. S. BROWN

HARWICH, ESSEX.

(We are, unfortunately, unable to reproduce our correspondent's graphs which show clearly the effect of the Final Test at Scarborough on the placings of the smaller cars. The effect of the final test is commented upon in this week's issue of AUTOSPORT.)

The A.R.M. Game

I HAVE read Lord Charnwood's reply to my suggestions for the A.R.M., and I should like to write a few words in return. Lord Charnwood would, it appears, like to dismiss the 4-cylinder engine completely in favour of the V-12 type. This, I maintain, depends on whether we are striving for torque or power. In any case my choice for a 2.5-litre engine is a V-8.

My selection of gear ratios was dictated entirely by the considerations of engine and car speeds alone, i.e., a range of 2.92 to 1. As has been pointed out the very low bottom gear would be unusable, due to wheelspin. What are we to do about this state of affairs? The answer is simple—4-wheel drive. If we make use of some figures we can see the reason for this. Let us assume that the following data refers to the A.R.M. Max. Speed: 160 m.p.h. Rolling radius: 26 ins. Starting line weight: 1456 lbs. W.G.S. 51.5% Max. power: 220 b.h.p. at 10,000 r.p.m. Max. torque: 140 lb ft at 7,000.

From the above data we find the rear axle weight is 728 lbs. and if $\mu=0.8$ then the adhesive force at the rear is 582 lbs. The rear axle ratio is 4.85 to 1 and the tractive effort $627 \times R \times E$ lb. where R =gearbox ratio and E =efficiency of transmission = 0.9 on top and 0.8 on the indirects. When RE is greater than 0.93 there will be wheelspin. Therefore, on any gearbox ratio greater than 1.16 to 1 there will be wheelspin. The ratios sug-

gested by myself or John Bolster are not, any of them any use. Putting the whole position in terms of speed, the A.R.M. will suffer from wheelspin up to 120 m.p.h.

In view of the fact that the new Formula is likely to lead to ultra-lightweight cars with ultra-powerful engines it is well to note that there is an optimum power-weight ratio, i.e. 400 b.h.p. ton. There are all existence graphs showing that a car with 400 b.h.p. ton will cover the 55 km in the same time as a car with 500 b.h.p. ton. Thus we are forced to the conclusion that in order to use the power at our disposal we must adopt some other form of drive than to the two rear wheels. If we adopt 4-wheel drive we double the adhesive force available and greatly increase our acceleration without any increase in power.

There are two other points or aspects of 4-wheel drive that I have not touched on. These are the design and installation of such a unit, which has been partially solved, and whether or not the front wheel drive should be disconnectable on corners. Perhaps Lord Charnwood and John Bolster would comment on these points respectively.

IVOR H. SMART

LONDON, N.W.2.

The Sunbeam-Talbot "90"

In reply to Mr. Guy E. Entwistle's letter, I would refer him to other journals which have carried out road tests of the car to which he refers. He will see that my figures are not better than theirs, so I did not have an exceptional vehicle. I must make it clear that 87 m.p.h. was the timed maximum and 95 m.p.h. can only be achieved by "cheating", such as making use of a favourable gradient.

If a "curious oily smell" emanates from his engine, I suggest that there is something seriously wrong. His implied criticism of the gear lever may mean that an adjustment is called for, and a friend of mine had to have this done, after which his car was the equal of the road test sample. Any car of this model which "runs on", refuses to cruise at more than 65 m.p.h., and "smells", must be very sub-standard, and should be thoroughly overhauled forthwith.

JOHN V. BOLSTER.

WROTHAM, KENT.

In reply to Mr. G. E. Entwistle, I would like to support Mr. Bolster's opinions of the Sunbeam-Talbot "90", having spent a week following the R.A.C. Rally in the identical convertible which he tested.

Further, I was delighted to find that on changing to a privately owned closed model of the same make, a practically identical performance was obtained.

R. W. PHILLIPS

SINFIELD, 2



Goodwood Handicapping

As a member of the record crowd at Goodwood on Easter Monday, may I support your remarks concerning handicap races?

Only in the Fourth Easter Handicap Race did anything like a race arise, and the sight of the two Aston Martins saloons tearing through the field and the final closing with the H.R.G. really had the crowd at St. Mary's, where I was watching, on its toes.

It also seemed rather fantastic that the Cooper-M.G. should give a start to A.K.s.

I am sure that handicap races could all become as thrilling to the spectators as the race that I have mentioned above, if a little more logic were applied.

NORMAN A. PARKER.

KING'S LANGLEY, HANTS.

* * *

R.A.C. Rally—That Scarborough Test Again

I HAVE read with interest the various letters you have published regarding the R.A.C. Rally, and I am surprised that so little has been said regarding the grouping of all open cars in one class.

Let us consider the hypothetical case of an expert driving in our XK 120 a Morgan and an M.G. In speed tests at Silverstone, Eppint and Rest can be ignored since the expert would be above average time and so would not incur any penalties. At Castle Combe the XK might collect 24 points, the Morgan 21.6 and an M.G. 22. At Blackpool the XK would add 19 points making a total of 43 points, the Morgan 17.6 making 41, the M.G. 20.8 giving 42.8 points.

It is rather difficult to assess times for the Lake District Regularity Tests but I think a fair time might be 16.6 for the XK, 16.7 for the Morgan and possibly 17.5 for the M.G., giving totals of 59.6, 57.7 and 60.3.

I am leaving my h. Chassis M.G. test and no score point. How can any of the smaller capacity cars hope to be placed in the final results? Before the final test, the smaller cars had accumulated more points and could not hope to reduce their score on the Mount. M.G.s alone constituted the largest entry of any one make in the Rally, and even by Wednesday evening it was obvious that they were out of the running.

Fair opposition nobody minds—in fact we revel in it—but

HERTS COUNTY NOCTURNE

THIS event, the third of its kind put on by the Herts County Automobile and Aero Club is what other people call a night navigation trial, and was held on the night of 19th April. The start and finish were at Panshanger Aerodrome near Hatfield, and well before the zero hour of 8.15 p.m. competitors gathered in the bar of the London Aeroplane Club to try and predict whereabouts on Sheet 147 of the Ordnance Survey the organizers would be sending them.

Seven control points were scattered around north Hertfordshire on a 70-mile course, and in addition to the usual six-figure map references, compass bearings were used to pinpoint the controls. The weather was fine and warm with a hint of rain to come in the lowering clouds.

Travelling in a clockwise direction, the first point was set in a wood near Wheathampstead and here accurate map reading, followed by pacing out the distance, was the only sure way of finding the marshal. The approach to "Wooden Bend" was along rural trackery and was complicated by the number of turnings and junctions en route. Competitors who became a little involved at this point might think it poetic justice that the organizers got stuck in a snowdrift finding the place.

At "Windy Ridge" near Hexton, the marshal was hidden in a depression in the ground on the top of a chalk cliff. The instructions for finding this point

told you to take a given bearing and distance from Hexton Church and those people whose geometry was a trifle erratic spent a long time rushing up and down chalk inclines in the rain. Good value here!

A fast run through Henlow brought you to a disused canal (yes, Hants and Berks, we've got one too!) where two bridges close to each other confused some competitors. The marshal was placed at a spot beside the canal where it cascaded through a lock, the gates of which had long since rotted away. A solitary swan surveyed the whole affair with some disgust as it was finding life quite difficult enough in preventing itself being swept into the rapids.

"Haunted House" was a brick shelter beside a wood atop Gallows Hill near Ashwell. Cross bearings located this point and those who thought that their lines crossed in the wood were rewarded by finding a tent complete with marshal's equipment but unfortunately no marshal. One competitor waited here nearly an hour for the marshal to return without realizing it was a decoy. The note he left behind was quite rude.

"Biblical Border" on the edge of St. John's Wood near Walkern gave little trouble, but the final point in some woods near Bramfield was the most difficult of the whole trial. Intersecting tracks in all directions were the cause, but again, as always, accurate pinpointing and faith in your fix won the night. The

for goodness sake, R.A.C., either give another intricate manoeuvring test or make suitable open car classes—or lose the support of many small car entries.

D. J. HARVEY.

NOTTINGHAM.

* * *

B.R.M. and Silverstone

ON behalf of a considerable number of B.R.M. supporters in this town I would like to make a suggestion to the organizers of the *Daily Express* Motor Racing programme at Silverstone on 10th May to the effect that, as an inter-race attraction, either Stirling Moss or Juan Fangio take one of the B.R.M.s in an attempt on the Silverstone Lap Record, in an effort to boost the morale of thousands of B.R.M. supporters.

D. PARKER.

CHRISTCHURCH HANTS

[This is a copy of a letter sent to the organizers of the Silverstone meeting on 10th May.—Ed.]

* * *

Match Race to Decide Fastest British 1½-litre Sports-Car?

IN those places of refreshment in which adherents of motor sport are prone (so to speak) to congregate, the road test of Cliff Davis's Cooper-M.G. (AUTOSPORT, 28th March) has provoked much discussion, centering in particular round the question of whether it is in fact the fastest unblown 1½-litre sports-car in the country. Specifically, the Lester-M.G. has been mentioned as a possible rival, and I have overheard some speculation as to the performance of the R1 Jupiter.

So far as I know, it is a long time since we had any of those challenges which were formerly an interesting feature of the motoring scene, and it occurs to me to suggest that an opportunity might be found in the Eight Clubs' Silverstone meeting on 7th June to put this matter to the test. Provided, of course, that the contestants comply with the Regulations (due to be issued any moment now), I can at least promise that they will be included in the same scratch race, and, if the time-table permits, we would make a separate item of a match race for the title.

Any takers?

BARCLAY INGLES

LONDON, N.W.3.

timed run back to Panshanger finished the course and having signed off, bacon and eggs awaited all and hungry.

It was agreed that the event was a tougher test of navigation than the previous two. One reason was the complete lack of main roads linking the points and another was the lack of decoy lights. Competitors have become so used to seeing lights when they are somewhere near the point that their absence led to much double checking before leaving the car.

The results were announced after breakfast and it was found that the winner was Ted Buxton, who drove an Austin A.40 saloon. This was a popular win as he had been trying hard for a long time in many events of this nature and so far luck had not been kind. His navigator was Bill Hampton.

The first four in order of merit were therefore: E. J. Buxton, Austin A.40, 41 marks lost; W. A. Heron Morris 8. 98 marks lost; Wing Cmdr C. A. Pike R.F.A. 2½ litre, 143 marks lost; K. E. Westover, Morris Minor, 150 marks lost.

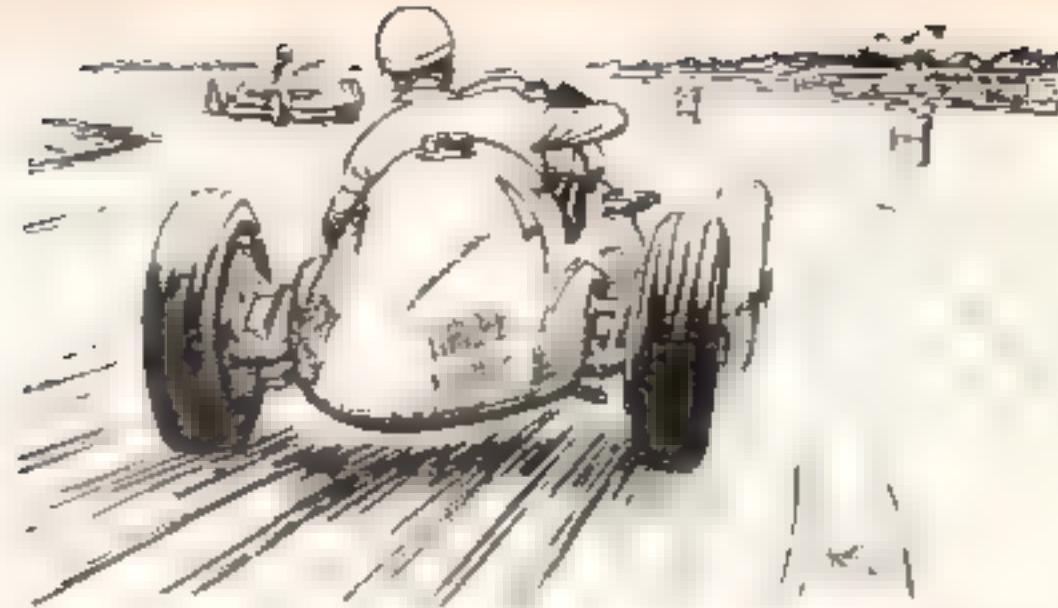
The tie decider was a navigational test to be completed *en route*. The magnetic bearing or back bearing of each point was required from a given point.

There were retirements due to electrical and water troubles, but everyone else seemed to enjoy themselves.

As the Club intends to hold an invitation night trial next year, an R.A.C. Observer was requested—and supplied!

C. P. TOOLFY.

NEWS FROM THE CLUBS



CLUB CASTLE COMBE

The Bristol M.C. and L.C.C. are holding a race meeting at Castle Combe on 3rd May; the 750 M.C. have been invited to compete. Classes will include racing, sports, 500 c.c. Vintage and post-Vintage cars, and all events are over three laps save for the 500 c.c. and *Formule Libre* races.

The same club are staging their closed Night Navigation trial for the Poole Trophy on 17th May. Secretary of both meetings is E. Storey, of 21 St. Oswald's Road, Bristol, 6.

THE SCOTTISH RALLY

The Royal Scottish A.C.'s 10th Scottish Rally takes place from the 2nd to the 6th of June. This year's event starts from Glasgow, the route leading via Loch Lomond to Rest-and-be-Thankful, thence via Inveraray, Dalmally, Loch Tay, Aberfeldy, Blairgowrie, Edzell, Catten O'Mount, Ballater, Balmoral and Grantown-on-Spey to Inverness.

The second day's route is via Dingwall, Altnaman, Bonar Bridge, The Mound, Lairg, Inchnadamph, Drumbeg, Lochinvar, Ullapool and back to Inverness. The next day competitors pass via Abriachan, Fort Augustus, Taymouth

Castle, Killin and Connel Ferry to Oban, and on the final day the route embraces both sides of Kintyre, then round Loch Fyne to Strachur, Loch Eck over to Ardenunny, thence to Otter Ferry, Arrochar, and Garelochhead to Glasgow.

The total mileage of approximately 1,100 miles will take drivers through much of Scotland's finest scenery, by roads not generally known to the motorist. Tests will be held each day, and the event winds up on the night of Friday, 6th June, with a reception and dance at the R.S.A.C. Clubhouse in Hythewood Square.

FALCON NIGHT NAVIGATION TRIAL

The Falcon M.C.'s Night Navigation Trial, which has become one of the club's most popular closed events, will be held on the 26th/27th April.

The start will be from Club Headquarters, the Crown and Falcon, Puckeridge, first car setting off at 9.30 p.m. on a route of approximately 150 miles in Hertfordshire and Essex.

Maps for the event will be issued at the start, and competitors will be expected to find their way to a number of check points on these. Some check points will be timed and there will also be secret checks and a regularity test.

Entrance fee, including cost of maps,

"750" CLUB NOW OPEN TO FORD "8" AND "10" ENGINED CARS

At the committee meeting preceding the Abbey Hotel meeting of the 750 M.C. on 7th April, discussion took place as to the best way of implementing the previously agreed decision to cater for those running Ford 8 and 10 engined cars.

It was decided that this could best be done, not by inaugurating a separate section, but by the admission of owners of such cars to full membership with the corresponding privileges. In future space will be available in the Club Bulletin for topics of interest to the owners and/or builders of such cars and Club events will in future contain classes both for 750 c.c. and for Ford 8 and 10 engined cars.

In addition, if sufficient support is forthcoming, the Club will sponsor sports-car racing to an 1172 Formula along similar lines to the 750 Formula already operating. Depending upon the support forthcoming, such races may be run concurrently with events under the 750 Formula, though for separate awards.

The 1172 Formula reads as follows:

Specification for Competition Sports-Cars fitted with Ford 10 Engines.

(1) Cars to be fully road equipped and

to comply with the current Road Traffic Act.

- (2) Bodywork to comply with the specification for trials and rallies laid down by the R.A.C., but to be not less than 32 ins. wide inside the cockpit.
- (3) The power unit to be based on the standard Ford 8 or 10 engine casting. Modification must not include supercharging, conversion to o.h.v., reversal in function of the inlet and exhaust ports or the fitting of more than two carburettors. The standard stroke of 92.5 mm. must be used and the bore must not exceed the Ford 10 standard of 63.5 mm. plus 0.060 in. reboore allowance.
- (4) Equipment carried to include dynamo, battery and starter, at least one headlamp and windscreen not smaller than one aero screen of normal size. Hood and spare wheel not required.
- (5) The complete vehicle, as presented for competition, without occupants, to weigh not less than 8 cwt.

Those interested should contact the Club Scrutineer, John Moon, at 21 The Grove, Addlestone, Surrey.

is 12s. 6d. and awards will be made to both drivers and navigators of the successful cars.

Peter Harper's recent informal talk to the Falcon M.C. on the Monte Carlo Rally aroused great interest among club members, presenting as it did a first-hand account of the Rally from the point of view of the private motorist driving nothing more startling than a Hillman Minx.

FIRST MORGAN 4/4 A.G.M.

The First Annual General Meeting of the Morgan 4/4 Club was held at the Royal Hotel, Leicester, on 5th April.

The following Officers and Committee Members were elected for the ensuing year:—

President: J. M. Sparrowe, Bournemouth.

Chairman: W. Allerton, Chester.

Vice-Chairman: G. J. Stallard, Worcester.

Hon. Secretary and Treasurer: J. Sutton Atkins, Derby.

Hon. Competition Secretary: T. A. Parker, Pershore.

Committee: M. Barberfield, B. A. Carrell, Blaby, Leics, S. G. Dyke, Chester, A. C. Foden, Chester, Miss A. E. Jervis, Leamington, P. H. G. Morgan, Worcester.

After dinner, the awards won during the past year were presented by Mrs. B. A. Carrell, the Club's Challenge Trophy for the best All-Round performance being won by G. J. Stallard of Worcester, whose performances at all events have been outstanding.

NEW RILEY M.C. CENTRE

Members of the Riley Motor Club will be pleased to learn that a new Centre has been formed with headquarters at Cardiff. The secretary is A. H. Hesp, of Castle Garage (Cardiff), Ltd., Castle Street, Cardiff.

SOUTHERN JOWETT DINNER DANCE

The Dinner and Dance held by the Southern Jowett C.C. at the Clay Pigeon Hotel, Eastcote, on 9th April, proved to be a great success and was thoroughly enjoyed by everyone.

The next event of the season will be a Mystery run with, as invited Clubs, the A.C.O.C., and S.O.C., on 27th April. The entrance fee will be 5s and applications should be sent to P. Kehl, of 107 Stonhouse Street, London, S.W.4.

Particulars of membership may be obtained from the Hon. Secretary, Mr. R. Knight, 390 Hoe Street, Walthamstow, E.17.

(Continued on page 536)

REDEX VICTORIES LIKE THESE MEAN SOMETHING TO YOU

Michael HAWTHORN

Easter Goodwood International Meeting. Bristol-engined Cooper

Godfrey IMHOFF

R.A.C. Rally of Great Britain Cadillac-engined Allard.

S. H. ALLARD 1949

R. D. POORE 1950

Ken WHARTON 1951

R.A.C.

HILL-CLIMB CHAMPIONS

MONTE CARLO RALLY

1st S. H. ALLARD

1st Class 2; ANGELVIN

1st Class 4; GROSGOGEAT

1st Regularity Test; OLSSON

Winner, Ladies' Cup
Mrs. Molander

LISBON RALLY

Won for the FOURTH TIME by
REDEXED CARS

LE MANS

1st Index of Performance
Hemard-Montrémy

BOL d'OR 24 Hours

Won for THIRD Time in
1100 c.c. by Le Jamtel
in his REDEX SPECIAL

U.S.A. Bridgehampton
1st Class C. J. Fitch

AUSTRALIAN GRAND PRIX
1st W. Pratley

What is REDEX?

The REDEX Additive improves all oils and fuels. An Extreme Pressure Ingredient strengthens oil film, reduces wear and friction and releases extra power. Sludge, carbon and gums are inhibited by an anti-oxidant and cleared by a Detergent. Stabilisers prevent formation of corrosive acids. A Fluid Wax gives lubrication at temperatures where oil would burn away or thin out dangerously. Add REDEX TO ALL NEW TYPE ADDITIVE OIL. IT GIVES THE SAME PRECISION-CHECKED IMPROVEMENTS AS WITH ORDINARY OILS.

The full REDEX CONVERSION

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Dear Sirs,

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Please send me without charge the

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 REDEX Car Club Window Emblems
 REDEX Car Club Car Key Ring

I hereby certify that I keep my car in good repair and tune
and (2) always keep correct amount of REDEX in my oils
and petrol. I will return the Badge if I allow (1) or (2)
to lapse.

Name

Address

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1. Check for engine wear. Inspect for oil leaks.
Defer REDEX use if faulty.

2. Drain off old engine oil and flush with
STRAIGHT REDEX from REDEX Filter Tank

3. Start engine, remove air cleaner and bleed
gradually $\frac{1}{2}$ pint REDEX through air intake
while engine idles at least 15 minutes.

4. Add 1 part REDEX to 3 parts gear
oil.

Do not
exceed
normal
oil levels.

5. Add 1 part REDEX to 5 parts back
axle oil

6. Drain back to Filter Tank the REDEX used
as (2). Refill sump with 1 part fresh REDEX
to 3 parts oil.

News from the Clubs—continued

ARENGO FASTEST AT LYDSTEP

GOOD weather helped to make the Tenby M.C.'s Lydstep hill-climb on Easter Saturday a rousing success. The meeting was attended by the largest crowd ever known at this club's excellent little hill. Young Nicholas Moor opened the course with his midget Wasp Grub, and his father Jack won the 500 c.c. class with the famous Wasp, his time of 34.67 secs. being second fastest of the day. Best time was put up by Col. Arengo with his 1,000 c.c. Arengo-J.A.P. in 34.5 secs., the same driver taking third place in the 500 c.c. class with his Norton-powered Arengo.

Peter Reece, of Liverpool, with a 2-litre Frazer-Nash broke Ken Wharton's old record with the Wharton Spl. in the 1,101-1,500 c.c. S. 1,501-3,000 c.c. U/s sports-car class, the new figure being 36.24 secs. Basil Davenport took part with the valiant old G.N.-Spider, which dates back originally to 1922. Steering trouble slowed the car at Lydstep, but Davenport took second place in the 501-1,100 c.c. racing class to Arengo with a climb in 38.85 secs. Driving in the 400 c.c. class, D. Boshier-Jones lost control of his new Kieft at the top of the hill, smashing one of the finishing banner poles into three pieces. As he missed the timing tape his run went unrecorded. In proceeding at racing pace to the scene of the accident, the ambulance decanted O. H. J. Davies, who accompanied it to repair the timing apparatus, on to the road, on returning to the bottom the ambulance took a corner too fast, struck the right-hand bank and turned over twice before coming to a halt, the driver and Davies both emerging unscratched, quite a harrowing afternoon for the Tenby Club Captain! Results of the hill-climb are as follows:

RESULTS

Sports and Closed Cars, 751-1,100 c.c. U/s: 1, W. Lloyd Edwards (Ford Spl.), 40.1 secs.; 2, N. Lawrence (Singer), 44.45; 3, J. Dyer (Austin), 49.4

Sports-Cars, 1,101-1,500 c.c. U/s, 501-1,100 c.c. S: 1, R. J. Threlfall (Lester-M.G.), 38.5; 2, L. G. Evans (Lester-M.G.), 39.45; 3, W. Lloyd Edwards (Ford Spl.), 39.60.

M.G. Cars, open, up to 1½-litre U/s: 1, D. J. Sidebotham, 41.58; 2, P. Longland, 48.89; 3, Lt.-Col. A. Sheffield, 56.15



EX-BOND: A. Ryder's 500 c.c. R.S., formerly the Lourie Bond works car, sliding out of Runway Hairpin at Brough during the Blackburn Welfare M.C.'s Easter Saturday race meeting.

Sports-Cars, 1,501-3,000 c.c. U/s, 4,101-1,500 c.c. S: 1, P. B. Reece (Frazer-Nash), 36.24. New class records: 2, J. Rhodes Rhodes Spl. S., 37.55; 3, N. G. Perks Dec. in S., 40.42

Sports-Cars, over 3,000 c.c. U/s: 1, J. Peatfield (Peatfield Ford), 37.6; 2, C. M. Kemp (Jaguar), 38.22; 3, W. B. Blewo (Jaguar Spl.), 38.69

Production Saloon-Cars, All-comers' Handicap: 1, Len Shaw (M.G.), 41.6; 2, O. H. J. Davies (Morris Minor), 44.38; 3, R. Campbell (Jowett Javelin), 44.42.

Racing-Cars, up to 500 c.c.: 1, E. J. Moor (Wasp), 34.67; 2, D. Boshier-Jones (Kieft), 35.18; 3, C. G. Arengo (Arengo), 35.58.

Racing-Cars, 501-1,100 c.c.: 1, C. G. Arengo (1,000 c.c. Areng-J.A.P.), 34.50 (B.T.D.); 2, B. H. Davenport (2,000 c.c. G.N. Spider), 38.85

THE M.C.C. EDINBURGH RALLY

The M.C.C. have issued the prospectus on their forthcoming Edinburgh Rally of 30th-31st May, successor to the old-established Edinburgh Trial. Competitors will start from London, Bristol or Buxton, on Friday evening 30th May, converging on Warwick and reaching Harrogate by breakfast time, then proceeding northwards to Edinburgh via Yorkshire, the Lake District and the Scottish lowlands. Tests will be held en route.

The "Edinburgh" should provide an excellent opportunity for newcomers to obtain a grounding in Rally motoring prior to competing in the big national events. Entrants in the Scottish Rally, commencing on Whit-Monday, 2nd June, will find the M.C.C.'s Rally a pleasant way of journeying to Scotland. Entry forms and details can be obtained from the Secretary, J. A. Masters, at 26 Bloomsbury Way, London, W.C.1. The entry list closes on Monday, 5th May.

The original ex-Raymond Mays



White Riley

Six Cylinder 1,288 c.c. racing engine fully reconditioned by Bob Gerard at a cost of £240. Tuned to run on petrol/benzol employing 6 Amal carburetters.

The car has been extensively rebuilt, including fitting of modified tail and full road equipment complete with spare induction manifold and triple S.U.'s for normal road use.

Undoubtedly one of the fastest unblown cars in the 1,500 c.c. sports-car class.

OFFERED AT £650

JAMES EDWARDS (Chester) LTD
THE NORTHGATE, CHESTER

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MID-CHESHIRE STANDARD CAR TRIAL

The Mid-Cheshire C.C. are holding a Standard Car Trial on 1st June, in the North Wales area.

Although this is a Closed Event, competition membership of the Club costs only 7s. 6d., and anyone joining as a competition member is eligible for all competitive events for the remainder of the year.

For full details, and regulations, apply to the Competitions Secretary, A. P. B. Birt, at 41 High Street, Northwich, Cheshire.

ALLARD O.C. NEWS

The Allard Owners' Club are arranging a party to visit the Le Mans 24-Hour Race, travelling by private plane and occupying a block of reserved seats in the grandstand at an inclusive cost of £16 per head. There are only a limited number of seats and an early application is advised together with a deposit of 30s. per ticket. Applications should be sent to Tom Lush, c/o Allard Owners' Club, 24-28 Clapham High Street, S.W.4.

Many Allard Owners gathered at a sit-down dinner at the Abbey Hotel on the North Circular Road at Park Royal on Tuesday night, 8th April, and an extremely successful meeting took place, at which the President, Mr. Sydney Allard, amused the gathering with his humorous account of the Monte Carlo Rally. Every type of Allard model was visible on the car park and the meeting was without doubt the most successful the Club has yet had.

A Closed Sprint Meeting will take place at Goodwood on 24th May, with practice starting at 11 a.m., and the event proper commencing after lunch. Regulations are now in course of preparation and will be available shortly.

LEICESTERSHIRE C.C. EVENTS

Future plans of the Leics. C.C. include the following events:—

Sunday, 4th May. Sturgess Trial in Derbyshire.

Sunday, 18th May. Under Sealed Orders', a naval extravaganza by Commodore Waddington.

Sunday, 8th June. Ladies' Day.

Officers of the Leicestershire C.C. for 1952 are as follows:—

President: H. E. Sawford.

Vice-Presidents: Mrs. R. A. Webb, Messrs. F. S. Bowles, P. H. J. Browell, F. R. Gerard, W. E. Sturgess, W. A. Tivey and G. Waddington.

Hon. Secretary: H. M. Mayes, "Witloughby", 75 Leicester Road, Narborough.

Hon. Treasurer: O. F. Williams, 73 Ashleigh Road, Leicester.

Hon. Competition Secretary: K. M. Towle, 136 Wharf Street, Leicester.

Captain: W. R. Yates.

Vice-Captain: W. H. Green.

General Committee: Messrs. A. E. Creasey, G. Duncan, W. H. Green, K. M. Law, P. D. Wing and W. R. Yates.

Social Committee: Misses A. Waddington and M. Hill, Mrs. D. J. Herbert, Messrs. R. K. Ingham, K. M. Towle and R. E. Wright.

Hon. Auditor: G. Spencer.

Hon. Solicitor: C. F. Bray.

THE HIGHLAND THREE DAYS RALLY

Good Sport in Superb Settings—Best Performance
by G. Denham-Cookes (Jaguar)

IN a route of 460 miles the Scottish Sporting Car Club provided drivers from as far south as Cambridge and as far north as Golspie with a variety of scenery that would be difficult to equal, and almost impossible to beat. The six tests were well designed and a feature of the event was the tussle for honours between Ken Fraser (Healey) and G. P. J. Denham-Cookes (Jaguar) with Bob Dickson (Morgan) ploughing a lonely furrow and providing immaculate performances in most of the tests.

Starting out from Falkirk and going by Kincardine and Alloa, the first test was a forward and reverse around the steep hairpin of Logie—familiar Scottish trials hill. The long Riley of R. R. Sutherland scraped its wings reversing at the bend and P. K. C. Gordon had just got his Standard away to a nice start when his fuel pump packed up. H. W. Whyte (Jaguar) made a nice job but wheelspin at the start cut down his time quite a bit. David Horne, motoring the little Torrance Special with carefree abandon, received a somewhat rude awakening when he found himself over the finish line before he had tried his reverse effort, and his too sudden braking sheared a brake pin and shook his partner Willie Miller to the roots. Among the top-liners on Logie were J. W. Parr (Allard) 17.5 secs., J. D. Scott (MG) 17.3 secs., C. W. I. Jeffreys (H.R.G.) 18.2 secs. and H. R. Lamb (Hillman Minx) 19.4 secs.

The route then led to that grand hill-climb Cairn O'Mount, a feature of the brave days of reliability trials, and quite the star performance of the day was Bob Dickson's effort, which took his smart little Morgan storming up in 13.1 secs. Nearest approach was Ken Fraser (Healey) 13.5 secs., and D. R. Heyworth (Healey) in 13.6 secs. R. C. Hardman (Austin) made perhaps the slowest time, closely followed by J. S. Landless (Bentley), who was suffering from clutch trouble but, up from England, was enjoying a Scottish event so much that he was determined to carry on. Jack Hally, in a Jaguar saloon, came up the hill really fast but overshot the line and even his rapid reverse could not but pile up the seconds.

The second day dawned even brighter than the first and the route that wandered from Gleneagles by St. Andrews, Lundin Links, and Yetts o' Muckhart, was a delight. The first test at Gask aerodrome looked simple, but the wording was ambiguous in the instruction sheet and a variety of interpretations by competitors plus a formula for calculating the results became just a bit overpowering for official calculation, and it had to be scrubbed, but not before everyone had taken it. Comment has no bearing therefore but it was amusing to see Mrs. N. I. though disappearing from sight as the seat of R. D. McPherson's Ford tipped over at the braking section while Peter Hughes (Allard) and J. M. Kempshall (MG) dived so long in the low section that they stalled.

The eight-mile regularity test from

Yetts o' Muckhart found Bob Dickson straying from competence and the best efforts were made by W. W. Sutton (Javelin), Miss A. I. C. Neil (Standard), G. W. I. Jeffreys (H.R.G.) and N. Paterson (MG).

The final test was a parking section that gave you just as much room to get the car out as you get in the city, and it was amazing how many tenders would have been bumped had it actually involved vehicles instead of pylons. Those pylons went a-clanging right, left and centre, and the best times revealed what a really good lock the MGs have, and that one forgets just how big a Jaguar really is. G. T. Gibson, Jr. (MG) was far and away best in this at 7.4 secs., and nearest approaches were P. K. C. Gordon (Standard) at 10.7 secs., and John Milne (MG) at 11 secs. dead.

There had been few incidents on the road sections during the first two days but, on the third day, a route via Pitlochry, Tummel Bridge, Fortingall, Killin and the Trossachs, found Bob Dickson on unfamiliar ground.

Despite his excellent efforts in the day's tests at Stoneybrae, comprising a half circle reverse test and an acceleration and braking concoction, where he was pressed hard by the times of Ken Fraser (Healey) and Denham-Cookes (Jaguar), Bob was unlucky enough to think a contractor's road to one of the new hydro-electric schemes looked good enough to be part of the route. It wasn't, and Bob lost 41 marks.

In the final road section, John Milne and Ninian Paterson, motoring expeditiously in their MGs, thought the road down to Killin a trifle featureless. It was, except for the bend. Both of them went over the banking. Ninian collecting odd dents and scratches, while John bent a track rod but still managed to appear on the awards list. At the end of a grand rally, blessed with magnificent weather and good sportsmanship, the George Hendry Trophy went to G. P. J. Denham-Cookes (Jaguar) 79.4 marks total, in the best overall performance. Results were published in last week's issue.

A. N. F.

(Picture of the Highland Three Days Trial in centre pages)

BOREHAM RACES, 17TH MAY

SUPPLEMENTARY Regulations are out for the West Essex C.C.'s race meeting on the Boreham circuit on 17th May. This is a closed invitation event open to the B.R.D.C., Half-Litre Club, Bentley D.C., A.M.O.C., V.S.C.C., Bugatti O.C. and the M.C.C. There are to be six events, two of them five-lap scratch races, two five-lap handicaps, one 10-lap 500 c.c. scratch event, and one 10-lap Formula Libre event.

Prizes for the two latter events include £100 and a Cup for first place, £50 for second and £25 for third. The entry list will close on 12th May; the Secretary of the Meeting is G. E. Matthews, of 48 Gavens Hill Road, Woodford Bridge, Essex.



NO GO: The tight lock required on Slack II beat even Cuth Harrison Harford

RUMFITT AGAIN!

Another Southern Success in the Derbyshire Trial

The Lancs and Cheshire C.C.'s 11th Derbyshire Trial was run last Sunday over a 30-mile course in the Buxton area, under dry and sunny conditions, for a change. The event produced the biggest Southern invasion since the R.A.C. Trials Championship, such names as Waring, Decca, Roder, Chandler, Chappell, Rumfitt, Lawson, Sinclair Sweeney and Faulkner, giving promise of a veritable North v. South battle.

The first hill, Slack I, made famous last year when Dorothy Corbishley alone climbed it, failed all but four on Sunday—Reg Phillips, Bailey, Waring and Faulkner, who made perfect ascents. Slack II, a short little wiggle-wobble running between 8-foot tapes with two right-angle corners, called for abundant power low down and taxi lock. An amazing number failed here, including all three Harfords. Poor Don Raynor's Allard was too wide to cope with the tapes; surely a little unjust. If organizers accept big car entries, they must make it possible for them to complete the course.

The Mycock test, a triangular speed affair, brought good times from Wally Waring and Ken Bailey. The hill itself a twisty grass climb between rocks, gave little difficulty. Woodale, however, was a real stopper this year, its rocky outcrops halting many with jammed front wheels. The dainty ones, who picked their way into the fourth section, were Phillips, Chappell, Rumfitt, Faulkner and Lawson, most others not getting beyond section two.

Wally Waring made best time in 21.4 secs. at Woodale Wander, a tricky little garaging test. Mosby and Scales next best with 21.6 secs. Cowlow gave little trouble beyond a greasy turn 10 yards from the start—but the turn itself failed Phillips and several others. Ghost Quarry caught Waring, but Rumfitt, Lawson and Faulkner made the grade, on Deniff I, Wally Waring went out with axle trouble—bad luck after a great showing. Few others failed here, or on Deniff II, and so amid much speculation,

to the finish at the Bull 'I' the Thorn, where results showed that Tony Rumfitt (Cotton) was best performer. The "Derbyshire" proved that mud and water can be dispensed with; this one succeeded on gradient and downright cunning!

FRANCIS PEKE

RESULTS

Best Performance (Quick Trophy) A. E. Rumfitt (Cotton) 21.6 marks lost

Kunkle-Brewer Trophy: R. Faulkner (Paul), B.

Higher Road Trophy: Ken Bailey (Bailey), B.

4th Best Performance: M. H. Lawson (Lotus 4), 12. S. H. Sinclair Sweeney (Jacques), 14.

Mooray Trophy: Dr. Lilley (Clegg), 17.

1st Chess Awards: R. Phillips; J. Sleeman, T. C. Harrison, L. Oliver, R. Chappell, M. Wilde, Dr. Hardman, B. Noble

THE MARGATE RALLY

The Maidstone and Mid Kent M.C. are holding their closed invitation Margate Rally and Concours d'Elegance from Friday, 27th June, to Sunday, 29th June. This event comprises a route of about 350 miles, starting from Maidstone and passing through Horsham, Winchester, Guildford and Charing, Kent. Standard production cars only will be eligible, and members of the B.A.R.C., V.S.C.C., Southsea M.C. and U.H.U.L.M.C. have so far accepted invitations to compete. Regulations and details can be obtained from F. G. Newman, 48 Chamberlain Avenue, Maidstone, Kent.

M.G.C.C. (SCOTTISH CENTRE)

"TEST TEASERS"

RESULTS

Premier Award: C. M. M. Gillespie (M.G.), 211 marks

Class Awards, up to and including 1,500 c.c., Open: G. Gibson (M.G.), 201 marks. Closed: L. Mitchell (Austin), 149 marks

Over 1,500 c.c., Open: A. H. B. Craig (M.G. Spd.), 179. Closed: P. S. Hughes (Allard), 163 marks

Team Award: C. M. M. Gillespie (M.G.), W. M. Thomson (Austin), J. Glass (Javelin)

FALKIRK AND DISTRICT M.C.

BAIRNS TROPHY TRIAL

RESULTS

Bairns Trophy (Best Performance): P. M. Goodall (Dellow), 196 marks.

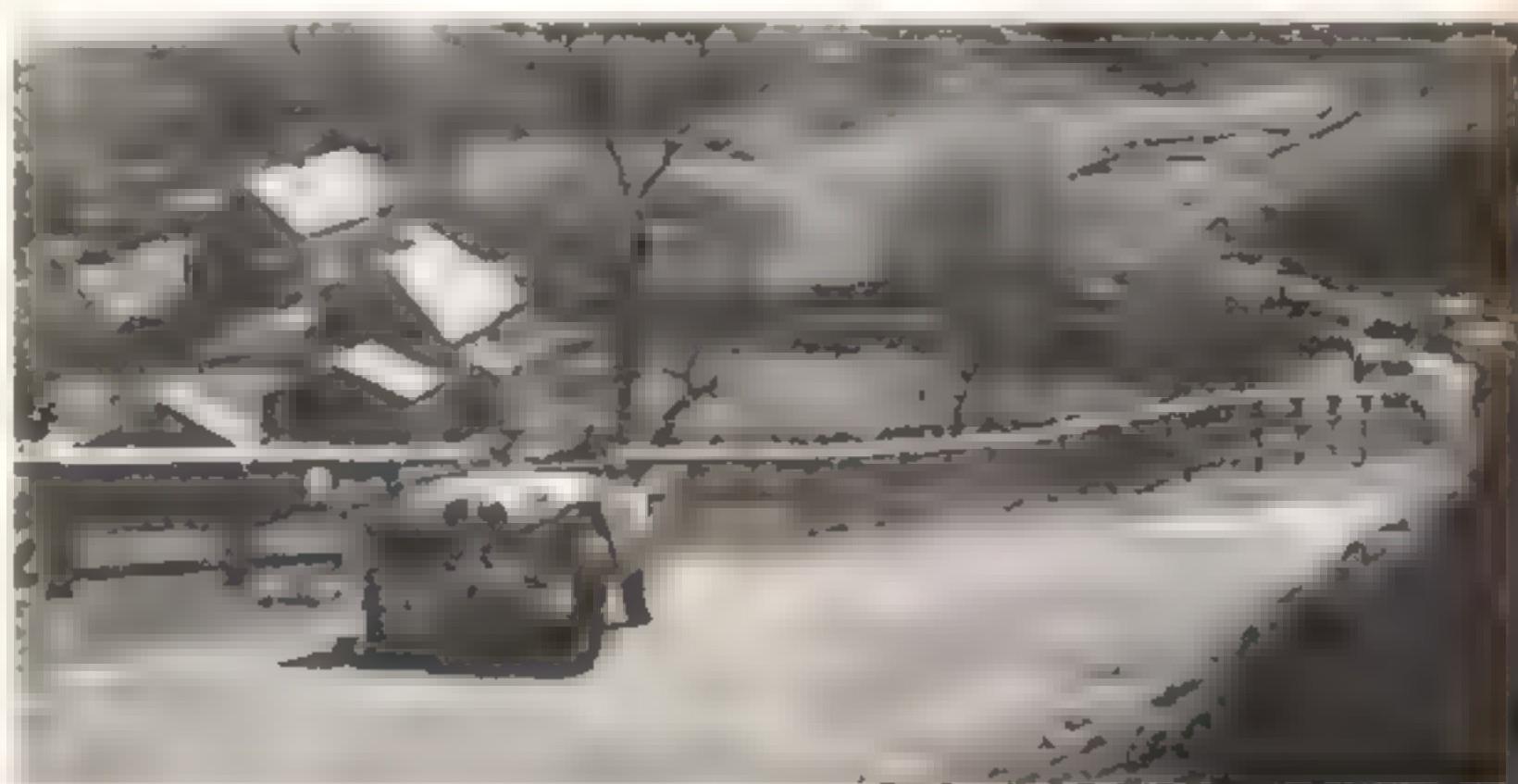
Class Awards, Cars over 1,500 c.c. (Closed): J. Hall (Jaguar), 152.

Cars over 1,500 c.c. (Open): A. J. J. Ross (Riley), 187.

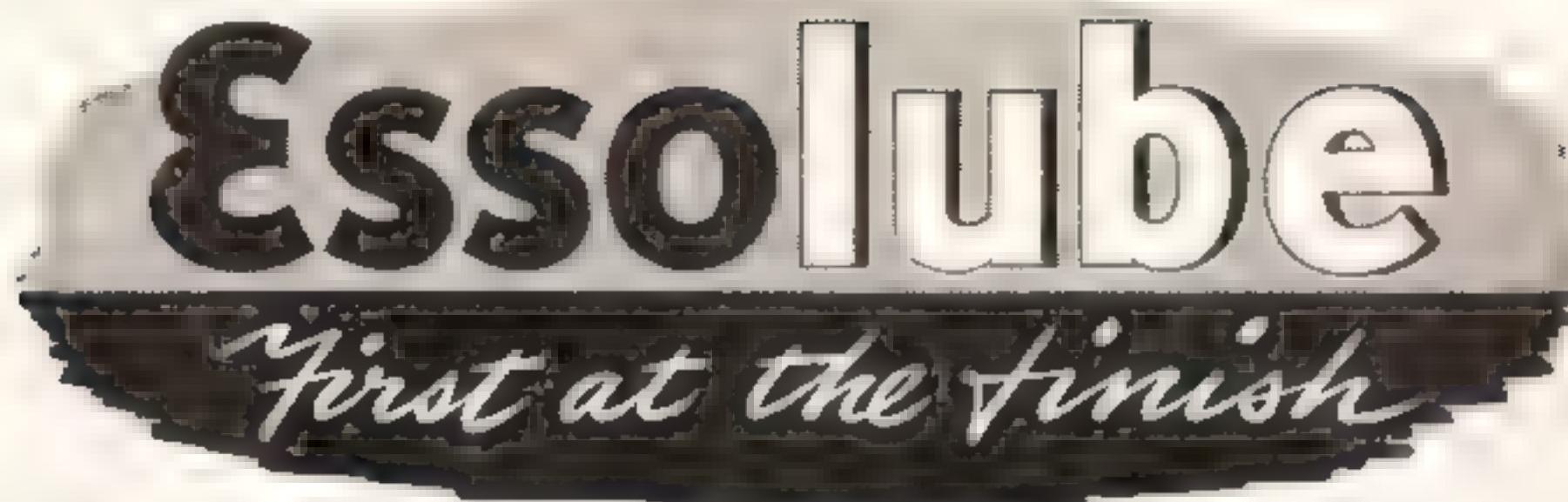
Cars under 1,500 c.c. (Closed): B. K. Herald (M.G.), 185.

Cars under 1,500 c.c. (Open): Peter Goodall (As above).

(Continued on page 540)



BEST IN THE BAIRNS. Peter Goodall, winner of the Falkirk Club's Bairns Trophy trial, cornering during Test 3.



1000 MILE CIRCUIT OF IRELAND TRIAL

ULSTER AUTOMOBILE TEAM TRIO

Best Performance and Winner of Class I Open Cars

D. G. JOHNSTON

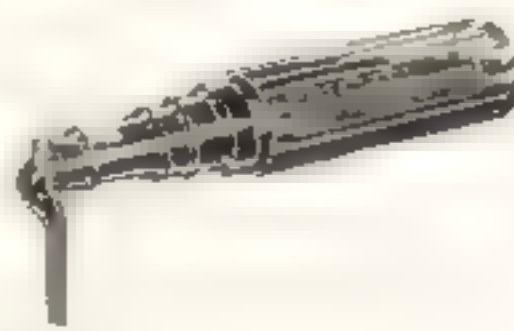
driving an M.G.

Team Prize Won by

D. G. JOHNSTON, W. R. CHAMBERS, B. McCALDIN

all driving M.G.'s

(all subject to official confirmation)



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News from the Clubs—continued**PLYMOUTH PRESIDENTIAL TROPHY RALLY**

THE Plymouth M.C.'s "1946 Presidential Trophy" event, a 400-miles Rally followed by a Concours d'Elegance, will take place on 27th/29th June. The Rally will commence at 9.30 p.m. from six starting points, and ends at 1 p.m., 29th June at Plymouth Hoe. The Concours will be held the following morning. Applications for prospectus, regulations and entry forms should be made to the Secretary of the Rally, W H Searle, of "Lower Mowies", 200 Egg Buckland Road, Higher Compton, Plymouth.

BRENT VALE FILMS

THE Brent Vale M.C. are holding a Film Show on Tuesday, 29th April, at the Byron Hotel, Rural Road, Cranford, commencing at 7.30 p.m. Films of general and sporting interest will be shown, and all visitors will be welcome.

KENTISH BORDER CLUB

ON 4th May a Closed Driving Test meeting will be held near Maidstone by the Kentish Border C.C. Another closed-to-club event, the Deal Rally, will take place on 8th June. Premier award will be the Ernest Hussey Trophy, and regulations will be issued shortly. The route will be from 130 to 200 miles in length, finishing at Deal.

BRIGHTON AND HOVE CLUB MEETING

ON Wednesday next, 30th April, members of the Brighton and Hove M.C. will hear a talk on motor sporting matters given by radio commentator Raymond Baxter. The meeting will take place at the Club HQ, beginning at 8.30 p.m.

SOLIHULL FILM SHOW POSTPONED

MEMBERS of the Solihull M.C. are asked to note that the film show arranged for 1st May has had to be postponed until 22nd May due to events beyond the Committee's control. The film show will still commence at 7.45 p.m., and members are invited to bring two guests with them to this meeting. Members are particularly asked to be prompt as the film show will last for about two hours.

A meeting will still be held on 1st May, but it will be completely informal and there will be no set Agenda.

MIDLAND RILEY "GET TOGETHERS"

THE Midland Centre of the Riley Motor Club has started a rather new idea in arranging a series of informal "Get Togethers". The first of these took place last Wednesday at "The Bird in Hand", Henley-in-Arden, and was well supported.

These will be held monthly, and as a result of this first one, the Committee confidently expect a record attendance on 14th May, at the same rendezvous.

R J Westley, Esq., 50/52 Broad Street, Birmingham is the Honorary Centre Secretary.

COMING ATTRACTIONS

26th April. R.S.A.C./SM.R.C. 500 c. Race Meeting, Beveridge Park, Kirkcaldy, Scotland.

Eastern Counties M.C. Race Meeting, Snetterton. Start 1.30 p.m. Hants and Berks M.C., Bristol M.C. and L.C.C. Versatility Trial. Start, Castle Combe, 9 a.m. Falcon M.C. Rally, Essex Herts, Newry and Dist. M.C. Driving Tests, Cranfield. Veteran C.C. Rally and Driving Tests, Hendon. Arrival time, 11.30 a.m.

26th/27th April. Bentley D.C. (West) Night Navigation Trial. Start, Holiday Hotel, Aylesbeare, near Exeter, 7.30 p.m.

Citroën C.C. Night Reliability Trial. Start Beaconsfield. Sporting Owner D.C. Night Navigation Trial, Chilterns. Start, Village Green Inn, Northall, Bucks, 9.30 p.m. Pathfinders and Derby M.C. Rally, Derbyshire. Severn Valley M.C. Welsh Rally, Aberystwyth. Start, Shrewsbury.

27th April. Martelien G.P. (F.2), France.

Coupe de Printemps Race Meeting (S. and T.) Montherly, France. Gosport A.C. Speed Trials, Fleetlands Aerodrome, Gosport. Start 12 noon.

Welsh Counties C.C. Aubrey Holewood Trophy Rally

Exmoor M.C. Trial, Devon. Jersey M.C. and L.C.C. Liberation Trial

East Anglian M.C. Sprint Meeting Boreham.

Stockport M.C. Rally, Lancs Yorks Walsall and D.C.C. Driving Tests Tipperary L.C. and M.C.C. Hill-Climb, Dungarvan, Co. Waterford.

Newcastle and D.M.C. Trial

Camden M.C. Trial Chelmsford.

Edinburgh University M.C. Rally, Edinburgh District.

Weybridge M.S.C. Rally, Surrey. Lloyds M.C. Driving Tests, Biggin Hill, Kent.

AUTOSPORT, APRIL 25, 1952**FRENCH SPORTING TRIAL**

REGULATIONS for the French Sporting Trial, to be organized by the London M.C. at Annecy on 22nd June are now being printed. Those intending to compete are asked to notify the Secretary of the Meeting, F. Dennis Dent, at 28 Alexander Avenue, Brondesbury Park London, N.W.10, if they have not already done so.

The biggest worry to competitors is probably currency, but free accommodation for 36 drivers and 36 passengers has been laid on for three nights from 20th to 22nd June, together with a trip on the Lac d'Annecy or to Geneva on the 21st, a prize-giving ceremony at the Hotel Beau Rivage on the night of the Trial, and a visit to the champagne cellars in Reims on Tuesday morning on the way back to Dunkirk.

Clerk of the Course will be Godfrey Imhof, and Sydney Allard and Dave Price are acting as Stewards. The event will only be held if at least 25 entries can be guaranteed. Visitors to Le Mans on 14th/15th June who would be prepared to travel on to Annecy for the Trial the following week-end to assist as marshals or observers are asked to contact the Secretary of the Meeting at the above address.

COLOURED CHICANERY

A FEATURE of the Aston Martin O.C.'s invitation Spring Meeting at Sanderson airfield circuit on 3rd May will be two events in which cars will be handicapped by means of chicanes, each of the five classes following their own distinctive colour through the bends, the larger cars taking a more complex route than the smaller, slower classes.

Two 10-lap scratch races, one for Formula 2 cars, the other *Formule Libre* make up what should prove to be a very interesting programme. First race is at 11.30 a.m.

More News from the Clubs on page 544

CLUB FIXTURES

Hants and Berks M.C.—Meeting, 25th April. New Inn, Eversley, 8 p.m.

Mid-Cheshire A.C.—Meeting, 25th April. Hilton Arms, Mere, 7.30 p.m.

Manchester Univ. M.C.—A.G.M., 25th April. University Inn, Manchester, 7.30 p.m.

Aston Martin O.C.—Meeting, 24th April. White Horse, Buntingford.

250 M.C. (N.W.) Meeting, 24th April. Peacock Inn, Northgate, Chesh.

Brent Vale Drivers' Club Meetings, 26th April. Phoenix Hotel, Woking, 8 p.m.

Cheltenham M.C. Film Show, 28th April. Perry Lane, Cheltenham, 8.30 p.m.

Brent Vale M.C. Film Show, 29th April. Byron Hotel, Ruthin, 8 p.m.

A.C.O.C.—A.G.M., 30th April. Marlborough Head, N. Adderley Street, W.1, 8 p.m.

Kentish Border C.C.—Meeting, 30th April. Royal Oak, Green Street Green, Farnborough, Kent, 8.30 p.m.

Chelmsford C.C.—Meeting, 30th April. George Hotel, Beaconsfield, 7.30 p.m.

Vintage S.C.C. Fine Thursday meeting, 1st May. Phoenix, Hartley Wintney, Hants.

THE M.G.C.C. WELSH RALLY

PROVISIONAL results of the Welsh Rally held on 19th/20th April by the Midland Centre of the MG Car Club are as follows:

Best Performance, open cars (Bryant Trophy): J. R. Charlesworth (TD MG), 52 marks lost.

Best Performance, closed cars (Allen Trophy): G. K. Hale (1½-litre MG saloon), 24 marks lost.

First Class Awards: P. D. Fullwood (Hillman Minx coupé), 53; E. B. Fowler (Morris Minor), 55; D. S. Beere (TC MG), 77; Miss W. Price (Dellow), 105; G. T. E. Cheney (TC MG), 148.

Second Class Awards: H. S. Shepherd (Citroën), 101; E. V. Wall (Triumph Mayflower), 135; D. P. Baker (TC MG), 162; A. J. Brown (TC MG), 165; A. H. Westwood (TC MG), 191.

Navigators' Awards, Class A (open): J. R. Harrison.

Class B (closed): J. T. K. Line.

(Full report of the M.G.C.C. (Midland) Welsh Rally will be published next week.)

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0-760 in 185 sec. 100 m.p.h. 0-780 in 190 sec. 100 m.p.h. 0-800 in 195 sec. 100 m.p.h. 0-820 in 200 sec. 100 m.p.h. 0-840 in 205 sec. 100 m.p.h. 0-860 in 210 sec. 100 m.p.h. 0-880 in 215 sec. 100 m.p.h. 0-900 in 220 sec. 100 m.p.h. 0-920 in 225 sec. 100 m.p.h. 0-940 in 230 sec. 100 m.p.h. 0-960 in 235 sec. 100 m.p.h. 0-980 in 240 sec. 100 m.p.h. 0-1000 in 245 sec. 100 m.p.h. 0-1020 in 250 sec. 100 m.p.h. 0-1040 in 255 sec. 100 m.p.h. 0-1060 in 260 sec. 100 m.p.h. 0-1080 in 265 sec. 100 m.p.h. 0-1100 in 270 sec. 100 m.p.h. 0-1120 in 275 sec. 100 m.p.h. 0-1140 in 280 sec. 100 m.p.h. 0-1160 in 285 sec. 100 m.p.h. 0-1180 in 290 sec. 100 m.p.h. 0-1200 in 295 sec. 100 m.p.h. 0-1220 in 300 sec. 100 m.p.h. 0-1240 in 305 sec. 100 m.p.h. 0-1260 in 310 sec. 100 m.p.h. 0-1280 in 315 sec. 100 m.p.h. 0-1300 in 320 sec. 100 m.p.h. 0-1320 in 325 sec. 100 m.p.h. 0-1340 in 330 sec. 100 m.p.h. 0-1360 in 335 sec. 100 m.p.h. 0-1380 in 340 sec. 100 m.p.h. 0-1400 in 345 sec. 100 m.p.h. 0-1420 in 350 sec. 100 m.p.h. 0-1440 in 355 sec. 100 m.p.h. 0-1460 in 360 sec. 100 m.p.h. 0-1480 in 365 sec. 100 m.p.h. 0-1500 in 370 sec. 100 m.p.h. 0-1520 in 375 sec. 100 m.p.h. 0-1540 in 380 sec. 100 m.p.h. 0-1560 in 385 sec. 100 m.p.h. 0-1580 in 390 sec. 100 m.p.h. 0-1600 in 395 sec. 100 m.p.h. 0-1620 in 400 sec. 100 m.p.h. 0-1640 in 405 sec. 100 m.p.h. 0-1660 in 410 sec. 100 m.p.h. 0-1680 in 415 sec. 100 m.p.h. 0-1700 in 420 sec. 100 m.p.h. 0-1720 in 425 sec. 100 m.p.h. 0-1740 in 430 sec. 100 m.p.h. 0-1760 in 435 sec. 100 m.p.h. 0-1780 in 440 sec. 100 m.p.h. 0-1800 in 445 sec. 100 m.p.h. 0-1820 in 450 sec. 100 m.p.h. 0-1840 in 455 sec. 100 m.p.h. 0-1860 in 460 sec. 100 m.p.h. 0-1880 in 465 sec. 100 m.p.h. 0-1900 in 470 sec. 100 m.p.h. 0-1920 in 475 sec. 100 m.p.h. 0-1940 in 480 sec. 100 m.p.h. 0-1960 in 485 sec. 100 m.p.h. 0-1980 in 490 sec. 100 m.p.h. 0-2000 in 495 sec. 100 m.p.h. 0-2020 in 500 sec. 100 m.p.h. 0-2040 in 505 sec. 100 m.p.h. 0-2060 in 510 sec. 100 m.p.h. 0-2080 in 515 sec. 100 m.p.h. 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685 sec. 100 m.p.h. 0-2780 in 690 sec. 100 m.p.h. 0-2800 in 695 sec. 100 m.p.h. 0-2820 in 700 sec. 100 m.p.h. 0-2840 in 705 sec. 100 m.p.h. 0-2860 in 710 sec. 100 m.p.h. 0-2880 in 715 sec. 100 m.p.h. 0-2900 in 720 sec. 100 m.p.h. 0-2920 in 725 sec. 100 m.p.h. 0-2940 in 730 sec. 100 m.p.h. 0-2960 in 735 sec. 100 m.p.h. 0-2980 in 740 sec. 100 m.p.h. 0-3000 in 745 sec. 100 m.p.h. 0-3020 in 750 sec. 100 m.p.h. 0-3040 in 755 sec. 100 m.p.h. 0-3060 in 760 sec. 100 m.p.h. 0-3080 in 765 sec. 100 m.p.h. 0-3100 in 770 sec. 100 m.p.h. 0-3120 in 775 sec. 100 m.p.h. 0-3140 in 780 sec. 100 m.p.h. 0-3160 in 785 sec. 100 m.p.h. 0-3180 in 790 sec. 100 m.p.h. 0-3200 in 795 sec. 100 m.p.h. 0-3220 in 800 sec. 100 m.p.h. 0-3240 in 805 sec. 100 m.p.h. 0-3260 in 810 sec. 100 m.p.h. 0-3280 in 815 sec. 100 m.p.h. 0-3300 in 820 sec. 100 m.p.h. 0-3320 in 825 sec. 100 m.p.h. 0-3340 in 830 sec. 100 m.p.h. 0-3360 in 835 sec. 100 m.p.h. 0-3380 in 840 sec. 100 m.p.h. 0-3400 in 845 sec. 100 m.p.h. 0-3420 in 850 sec. 100 m.p.h. 0-3440 in 855 sec. 100 m.p.h. 0-3460 in 860 sec. 100 m.p.h. 0-3480 in 865 sec. 100 m.p.h. 0-3500 in 870 sec. 100 m.p.h. 0-3520 in 875 sec. 100 m.p.h. 0-3540 in 880 sec. 100 m.p.h. 0-3560 in 885 sec. 100 m.p.h. 0-3580 in 890 sec. 100 m.p.h. 0-3600 in 895 sec. 100 m.p.h. 0-3620 in 900 sec. 100 m.p.h. 0-3640 in 905 sec. 100 m.p.h. 0-3660 in 910 sec. 100 m.p.h. 0-3680 in 915 sec. 100 m.p.h. 0-3700 in 920 sec. 100 m.p.h. 0-3720 in 925 sec. 100 m.p.h. 0-3740 in 930 sec. 100 m.p.h. 0-3760 in 935 sec. 100 m.p.h. 0-3780 in 940 sec. 100 m.p.h. 0-3800 in 945 sec. 100 m.p.h. 0-3820 in 950 sec. 100 m.p.h. 0-3840 in 955 sec. 100 m.p.h. 0-3860 in 960 sec. 100 m.p.h. 0-3880 in 965 sec. 100 m.p.h. 0-3900 in 970 sec. 100 m.p.h. 0-3920 in 975 sec. 100 m.p.h. 0-3940 in 980 sec. 100 m.p.h. 0-3960 in 985 sec. 100 m.p.h. 0-3980 in 990 sec. 100 m.p.h. 0-4000 in 995 sec. 100 m.p.h. 0-4020 in 1000 sec. 100 m.p.h. 0-4040 in 1005 sec. 100 m.p.h. 0-4060 in 1010 sec. 100 m.p.h. 0-4080 in 1015 sec. 100 m.p.h. 0-4100 in 1020 sec. 100 m.p.h. 0-4120 in 1025 sec. 100 m.p.h. 0-4140 in 1030 sec. 100 m.p.h. 0-4160 in 1035 sec. 100 m.p.h. 0-4180 in 1040 sec. 100 m.p.h. 0-4200 in 1045 sec. 100 m.p.h. 0-4220 in 1050 sec. 100 m.p.h. 0-4240 in 1055 sec. 100 m.p.h. 0-4260 in 1060 sec. 100 m.p.h. 0-4280 in 1065 sec. 100 m.p.h. 0-4300 in 1070 sec. 100 m.p.h. 0-4320 in 1075 sec. 100 m.p.h. 0-4340 in 1080 sec. 100 m.p.h. 0-4360 in 1085 sec. 100 m.p.h. 0-4380 in 1090 sec. 100 m.p.h. 0-4400 in

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M.G. J2 2-str., 1931.
RILEY Kestrel Sprite, 1937.
TALBOT 115, Team car, 1931/34.

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D. C. FITT

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Rodborough Crest Cottage, Rodborough Common, Stroud, Gloucestershire.

CHILTERN CARS offer Alfa Romeo (choice of four), Allard (choice of three), Bentley, Buick, Ford, Frazer-Nash/BMW (choice of two), H.R.G., Jaguar and Riley, from stock. Terms, exchanges, 11a Water Lane, Leighton Buzzard, Bedfordshire. Telephone: 2060.

KIDDERPORE MOTORS (Riley Specialists). Some of our customers wish to dispose of the following cars: 1950 Rover 75 P4, all possible extras, exceptional condition, 12,000 miles, £1,975. 1947 Allard d.b. coupé, £650. 1937 Triumph Dolomite 16 h.p. saloon, £125. 1936 (Nov.) Frazer-Nash/BMW d.b. coupé, completely reconditioned engine and new hood, £375. 1935 Riley 9 Imp, under overhaul, £325. 1933 Talbot 14 saloon, crash box, £155. 1933 Lagonda 3½-litre 2-seater with beautiful body lines, £395. 1932 Riley 9 Gamecock, £195—18, Maidstone Avenue, W.2. Phone: PADdington 1377.

POTTER & RICHARDS, appreciating present trends, offer a choice of the following makes, at considerably reduced prices. Allard, Horschke, Talbot, Rolls-Royce, M.G., Riley Imp, H.R.G., Jensen, Frazer-Nash/BMW, Alvis, Fiat, Javello, S.S. Part exchanges, terms, etc.—35 Kinnerton Street, Wilton Place, London, S.W.1. Tel: Sloane 5424.

Continued overleaf

CLASSIFIED ADVERTISEMENTS—continued

SPECIAL OFFERS—continued

£385 ALVIS Speed 20 ex-Waring, complete rebuild, thousands of man-hours labour, splendid racing records available, full road equipment, pre-selector gearbox just rebuilt, an immensely fast but docile road car.—Alton Garage, 17-19 Brook Mews North, Craven Road, W.2. Paddington 3952.

MISCELLANEOUS

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way. Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVERside 6496.

BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports-car chassis. Inquiries to Alpine House, Alpine Avenue, New Malden. Phone: Malden 4401.

LEAMINGTON GARAGE offer: Opel Olympia engine, gearbox, electrics, complete, £25. Conversions, welding, recirculating, minor repairs to complete overhauls.—222 Horn Lane, Acton, W.3. Phone: ACorn 5880.

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing-cars, also 250 and 125 c.c. welding, drilling, milling, turning and general work.—Don Parker, 1a Sangota Road, S.W.11. Battersea 7327.

REFLECTORS RESILVERED, 5s. 6d. each including post by return.—Send P.O. Superintendent. Guaranteed. Trade terms.—R. E. Pucker (Dept. E), Sion Place, Clifton, Bristol, S. 8.

SOLID drawn steel tubes, bright and H.T. steel bars, light alloys, etc., from stockists.—C. S. Harbour, Iron Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 5615.

777 AUTOMOBILE, motor-cycle and steamcar books; catalogues free.—Vivian Gray, Bookseller, Haywards Heath, Sussex.

News from the Clubs—continued

SUNBEAM-TALBOT O.C. RALLY

SOUTHPORT was the target for last weekend's Sunbeam-Talbot O.C. National Motor Rally, with 8 a.m. starts from Manchester, Darlington, Leeds, Bedford, Worcester and Southport itself. There were over a hundred entrants driving Sunbeam-Talbot, Hillman and Humber cars, competitors having to cover 100 miles to Chesterfield where all journeyed at a timed average, including tests, to Southport, the total distance being 200 miles.

On the Marine Drive were laid out the five tests, acceleration, garaging, etc., culminating in a final regularity test comprising two circuits of 400 yards each of a cinder track, well marked by pylons.

At the dinner/dance held at the Prince of Wales Hotel, great tribute was paid by the organizers to the Southport Police Force for their great help and courtesy during the tests.

F. P.

RESULTS

Class A, Sunbeam-Talbot: 1. R. Clark, Berkhamsted; 2. L. Tanner, Minchinton.

Class B, Hillman: 1. R. Walshaw, Halifax; 2. K. Gregory, London.

Class C, Humber: 1. G. C. Simon, Gloucester; 2. B. Campbell, Bramhall.

Kirby Trophy (Best Performance in a Sunbeam-Talbot): R. Clark, Berkhamsted.

BUSINESS FOR SALE

EXCELLENT BUSINESS for disposal owing to ill-health. Might consider lease or some left on mortgage. Fine opportunity for man willing and able to work long hours. Turnover approx. £70,000 yearly. Gallage approx. £500 weekly. All modern equipment, living accommodation. Bargain at £15,000 plus s.v.v., approx. £1,000.—Parsons, Elm High Road, Wistech.

CELLULOSE

CAR SPRAYING HANDBOOK (1952 Ed.), 1s. 6d. Cellulose and Synthetic Paints and all Allied Spraying Materials. Catalogue free.—Leonard Brooks Ltd., 70 Oak Road, Harold Wood, Romford. Phone: Inglesbourne 2560.

ENGINES

AUSTIN Ulster engine and close-ratio gearbox. Engine rebuilt but unused, g/bos good condition. £32 10s.—Huns, Parkview, Park Road, Epsom, Surrey.

NORTON Double Knocker 500 c.c. available for sale now after extensive modifications by Robin Jackson, who has had engine for year with instructions to obtain extra power over contemporary engines. Modifications include new design for crank case, connecting rod, piston, cylinder head, valve timing and carburation. Work originally undertaken for installation in Parsons but project now abandoned due to lack of time. Cost of modifications £240. Offers invited.—Dennis Poore, 17 Rutland Gate, S.W.7. Telephone: KENSington 2702.

SPECIAL FORD 10 h.p., balanced crank, special valves and springs, twin S.U.'s, "Banana" exhaust Scintilla. Under 2,000 miles, in perfect condition. Trial run in Dellow if required. £65.—Hawes, 210 Grosvenor Road, Lancaster Road, Southall 2364.

INSURANCE

SUPREME INSURANCE economically arranged by specialists. Lloyd's and leading underwriters efficiently represented. Telephone 2770.—Leslie B. Holmes (Securitron), Ltd., 660 London Road, Westcliff-on-Sea.

SITUATIONS VACANT

WANTED—Racing mechanic for team of Formula 2 cars. Mostly Continental engagements.—Apply Aston, Heath Lodge, Iver, Bucks.

FULL time racing mechanic wanted, prepared to travel Continent and England. Must have experience.—Box 634.

SPARES & ACCESSORIES

FORD Crown and Pinion, 4.7 x 1, also Riley 1927 to 1934.—Cuff's Garage, Frome. Phone 2511.

RECONDITIONED 7 engine and 4-speed box, £242. Also complete chassis, etc., cheap.—Taylor, Silverlea, 8 Lwr. Teddington Road, Hampton Wick, Surrey.

SUPERCHARGERS

MARSHALL supercharger suitable TA/TD M.G. £6 o.n.o.—Shave, 18 Saville Drive, Acton, London, W.3.

TYRES

RICHARDS AND BROWN offer the following types: 500 x 21 s/h, 475 x 21 s/h, 525 x 21 s/h, 600 x 21 s/h, two 500 x 20 new, 300 x 20 retread, 400 x 19 s/h, two 600 x 18 retread, two 475 x 18 retread, 550 x 16 s/h, retread, 14 x 45 retread, 14 x 140 retread.—2 Ringers Road, Bromley, Kent. Tel.: Ravensbourne 6479-0191.

WHEELS

ALL types of wheels in stock. Any wheels made to your specification.—Turner and Knight, 34 Ealing Road, Brentford, Middlesex. EALing 4298.

16 IN. WIRE WHEELS, suit TC M.G. Set of six, sprayed silver, slightly used (one new). £4 10s. each. Would sell separately.—Box 633.

WANTED

CRASHED or rough M.G., any condition.—Cuff's Garage, Frome. Phone 2511.

FIAT. Highest spot cash for all models.—Mayfair Garages Ltd. (opp. Bellfridge clock), Mayfair, W.1. Mayfair 3104-5.

The finishing control will be situated at the Yorkshire Aero Club H.Q. at Sherburn-in-Elmet, where, on checking in, vehicles will be regarded as being in *parc fermé* and no bonnet opening, repairs, replenishment of liquids or adjustments will be allowed until the vehicles have undergone official scrutiny when the presence of any of a number of mechanical and other defects detailed in the Regulations will entail loss of marks.

After scrutineering, breakfast will be available, and thereafter a number of driving tests will be run off on the aerodrome, to conclude the event; these should be completed in time for lunch.

The Huddersfield M.C. Secretary is J. Hallett of Lane Head, Shepley, near Huddersfield.

THE NEXT "BRANDS"

SUPPLEMENTARY regulations are out for the Half-Litre Club's closed race meeting at Brands Hatch on Sunday, 18th May. The programme comprises a Junior race, in 10-lap heats and a 20-lap final, a Senior race on a similar heat and final basis, and a Juniors v. Seniors race over 10 laps for the seven best placed drivers in the first two events. Entries for this meeting will close tomorrow, 26th April. Drivers who have raced at Brands before, need not practice on the Saturday.

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INV 110	£34 13 0	£23 0 0	£40 14 3
INV 150	£40 8 6	£31 7 0	£47 1 3
RILEY	£40 8 6	£31 7 0	£47 1 3
TALBOT	£41 4 6	£31 7 0	£48 8 9

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